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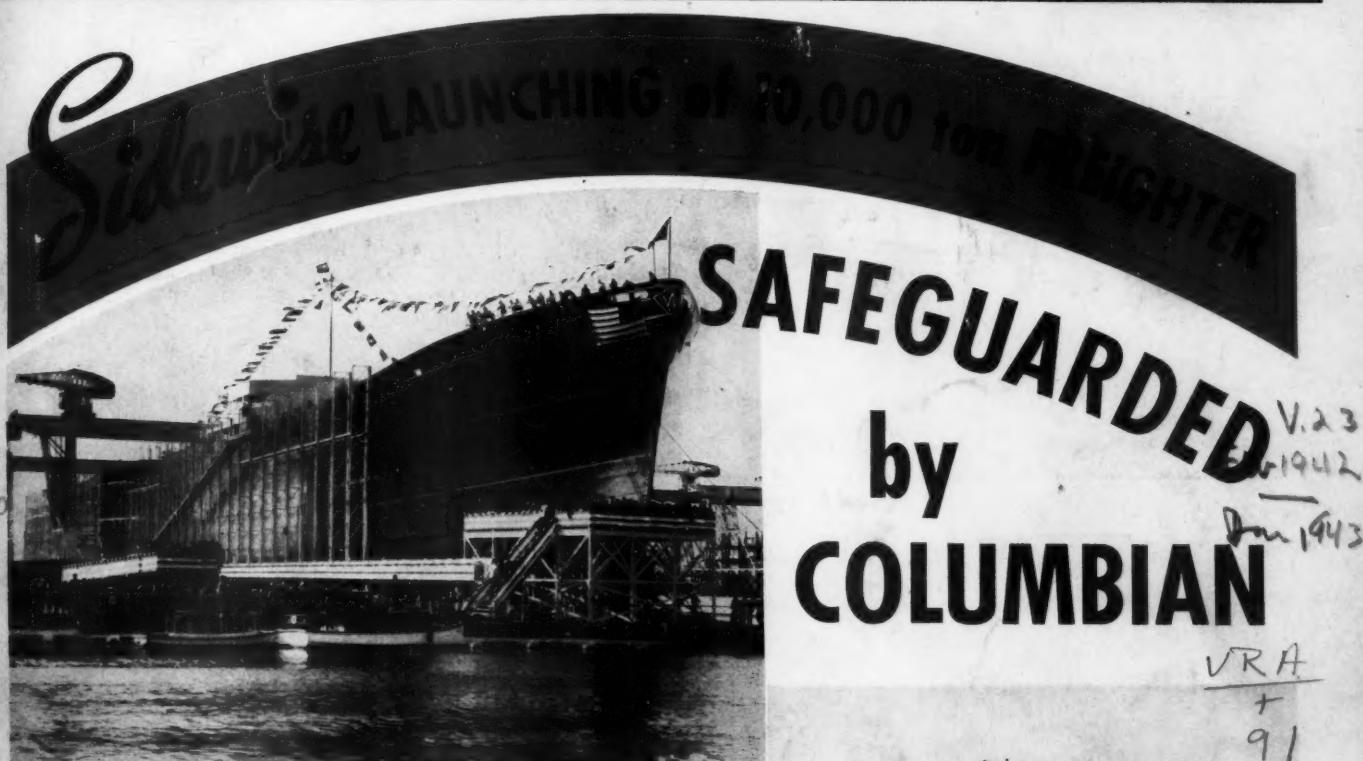
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Feb. '43

ATLANTIC FISHERMAN

VOL. XXIII

Registered U. S. Patent Office
FEBRUARY, 1942

NO. 1



When the "Fairport"—newest freighter of the Waterman Steamship Corporation—rolled her 10,000 tons into Chickasabogue Creek, she became one of the largest ships ever to be launched in America by the sidewise method.

The success of this launching depended largely on the strength of the launching and check ropes. If just one had broken under the terrific strain, disaster might quickly have followed.

But the Gulf Shipbuilding Corporation had chosen carefully. They trusted the entire job to Columbian. Ship-wise men, they knew they could depend on Columbian—modern rope at its best.

COLUMBIAN ROPE COMPANY
Auburn, "The Cordage City," N. Y.

You can identify Columbian Rope by the Red, White and Blue surface markers.

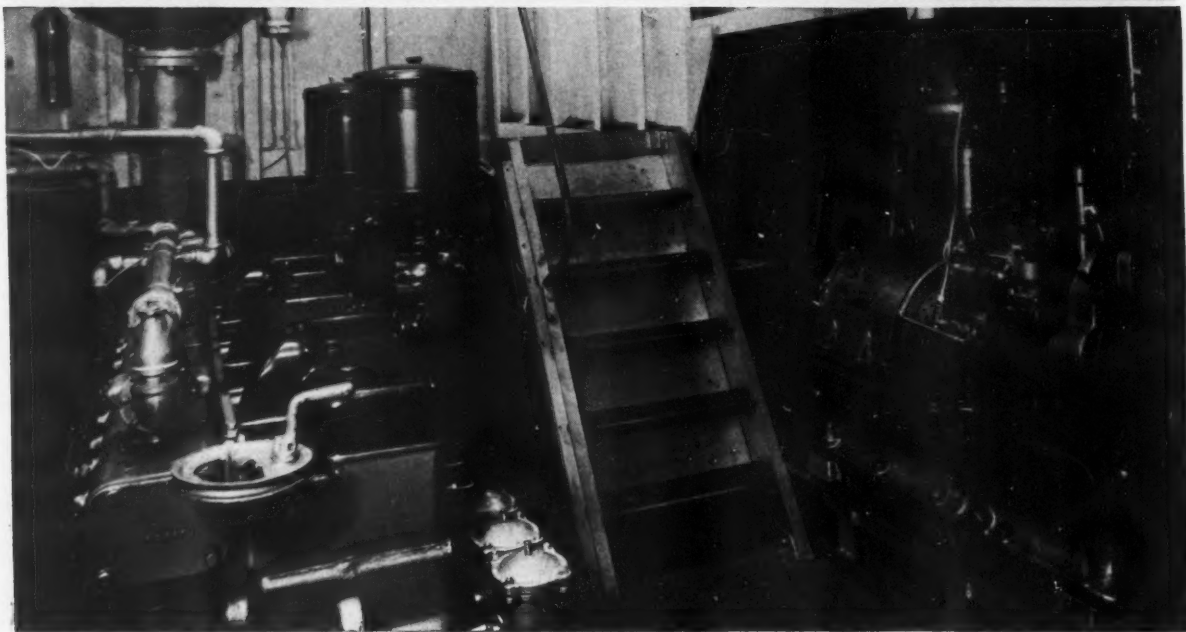


COLUMBIAN ROPE

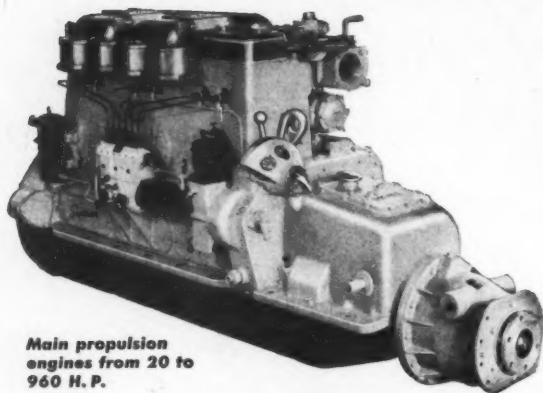
Boston Office and Warehouse

38 Commercial Wharf

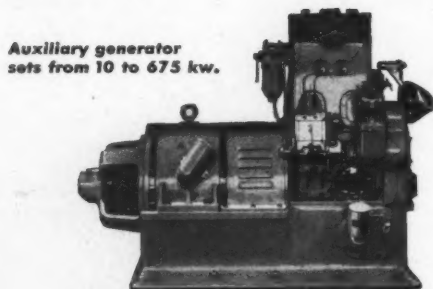
A Superior POWER HOUSE



A typical 100 per cent SUPERIOR Diesel engine room



Main propulsion engines from 20 to 960 H. P.



Auxiliary generator sets from 10 to 675 kw.

MANY engine rooms are so filled with pipes, gadgets and miscellaneous equipment that the failure of even the smallest gadget may mean hours of labor and heavy loss in operating hours.

Frequently the engineer is green on the job and after taking things apart and messing things up generally, "all the king's horses and all the king's men" can't get her back together again.

With SUPERIOR DIESELS in the power house, it's a different story.

The compact, clean and wholly accessible design of the SUPERIOR DIESEL engine precludes the possibility of a messy engine room. This is especially important today when continuous duty is essential to safety at sea.

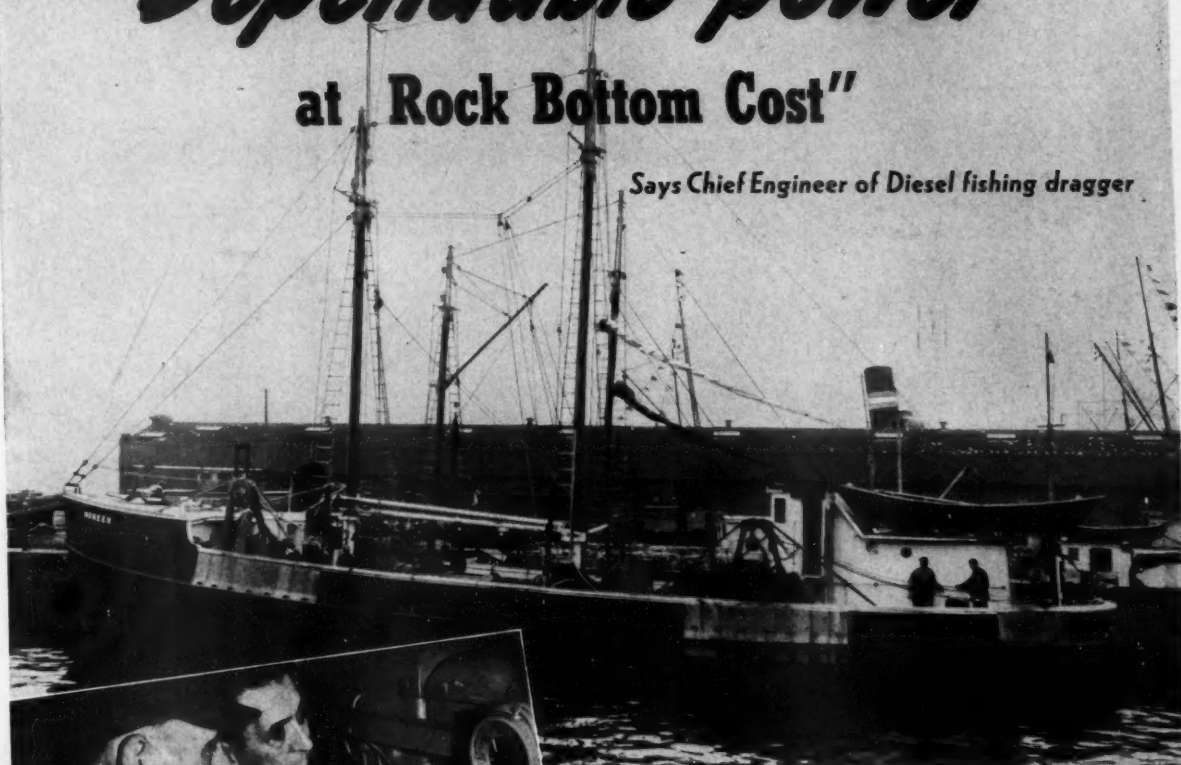
Play it SAFE with SUPERIOR!

THE NATIONAL SUPPLY COMPANY... SUPERIOR ENGINE DIVISION

SALES OFFICES: Springfield, Ohio; Philadelphia, Penna.; New York, N. Y.; Los Angeles, Cal.; Jacksonville, Fla.; Houston, Texas; St. Louis, Mo.; Fort Worth, Texas; Tulsa, Okla.; Boston, Mass. FACTORIES: Springfield, Ohio; Philadelphia, Penna.

"with **GULF QUALITY OILS** we get
Dependable power
 at **Rock Bottom Cost**"

Says Chief Engineer of Diesel fishing dragger



*Actual photo of a Gulf engineer consulting with
 Chief Engineer on Diesel engine lubrication.*



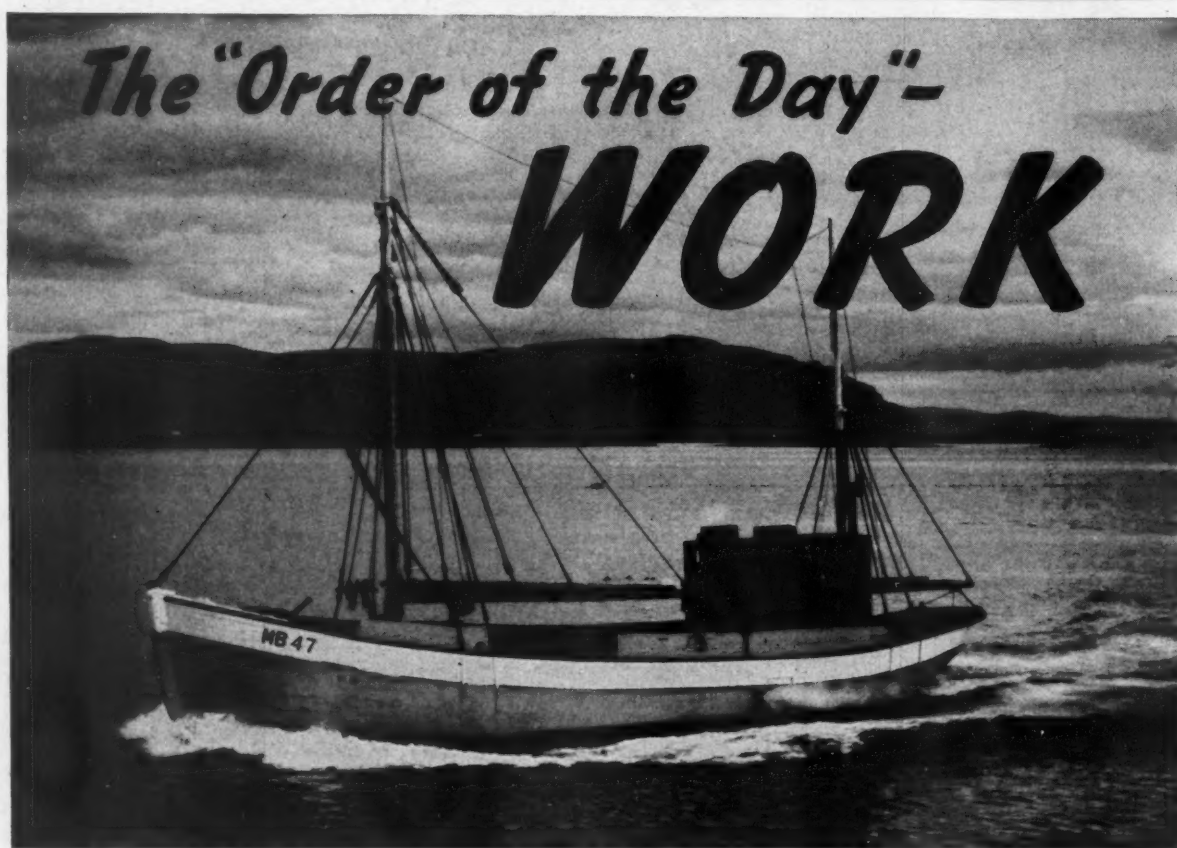
**GULF OIL CORPORATION
 GULF REFINING COMPANY**
 Gulf Building • Pittsburgh, Pa.

**Piston rings and cylinders show no evidence
 of wear and are free from carbon deposits**

"AS Chief Engineer of many fishing vessels for the past 20 years, I've learned that proper lubrication is the best insurance against lost fishing time due to engine breakdowns or to frequent overhauls," says Chief Engineer of Diesel fishing dragger Noreen of the Flagg Fish Company. "That's why I specified Gulf quality lubricating oil when this craft was placed in service. Here's the record to date: Always-dependable engine performance, no engine repairs, and no evidence of wear or of carbon deposits on piston rings and cylinders."

There are good reasons for an operating record like this on a Gulf lubricated marine engine: Gulf has a complete line of quality lubricating oils especially manufactured to meet the requirements of marine service. With a tough film of highest lubricating value, these oils provide maximum protection to all moving parts. And built into these oils is exceptional endurance — they retain their lubricating value for long periods of time even under the most severe operating conditions.

Gulf quality lubricants are quickly available to you through warehouses located in 1200 cities including every commercial port throughout 30 states from Maine to New Mexico. Write or phone your nearest Gulf office today.



This 62' Icelandic Fishing Boat is another successful repowering job using the 6-cyl. Gray Marine Diesel with 4.4:1 Reduction Gear, (shown below). This engine, weighing 1½ tons, replaced an older Diesel weighing 6½ tons, increased fish hold capacity by 16 tons.

Building Work Boat Engines Always Has Been Up Our Alley

We know Fishermen's problems. Gray's unequalled experience and specialization in this type of service assures Owners and Operators of performance, service, and co-operation worthy of their confidence.

"Priority" Orders Handled with Dispatch



Gray Marine Diesels are based on the Engine developed and built by General Motors, adapted and equipped for marine use by Gray. 5 basic sizes, 1 to 6 cylinders, 25 to 165 h.p. above, 6 cylinder model 80-165 h.p.



Above: the powerful "Six-121" (gasoline) a heavy-duty 330 cu. in. engine with built in fresh water cooling system and 5:1 reduction gear for handling big propellers. Other gasoline engines, 16 to 175 h.p.

Gasoline and Diesel 10-175 H. P.

Catalogs and Performance Data on Request

GRAY

GRAY MARINE MOTOR COMPANY
646 Canton Ave., Detroit, Mich.

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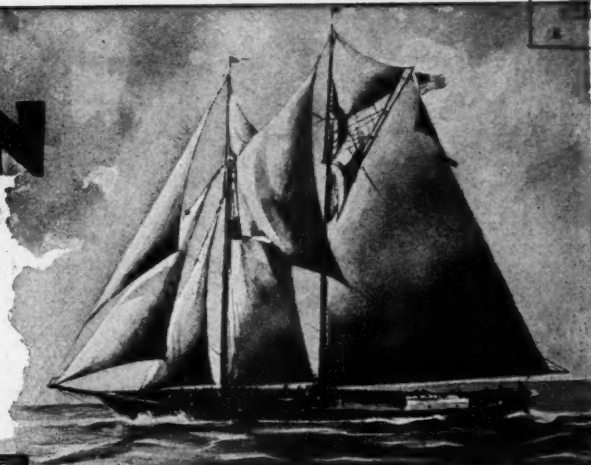
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Covering the Production and Processing of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes.



VOL. XXIII

FEBRUARY 1942

NO. 1

The Need for a U. S. Fisheries War Board

Suggested by Dr. Lewis Radcliffe, Oyster
Institute, in Letter to Congressman Bland

ACCORDING to George M. Reynolds, Assistant Administrator of the Surplus Marketing Administration, the Government is in the market for 200 million pounds of canned fish, and four trillions of units of vitamin A oils, the richest source of supply being the liver oil of fishes, for lease-lend purposes only. I am further advised that the Government may take 2½ million cases (120,000,000 pounds) of canned salmon for feeding our allies and our own military needs. Of this season's production of six million cases (288,000,000 pounds) of sardines in California, under the Lease-Lend program, 60 per cent is being purchased, and of next season's pack it may take nearly 100 per cent. Large quantities of the Maine pack of 3 to 4 million cases (75,000,000 pounds) of sardines are also being purchased. These will serve to illustrate some of the demands being made on our fisheries, requiring increased production, equipment and man power.

On the other side of the picture, we are informed that 50 per cent of the tonnage of the sardine fishing fleet of California, including the largest and fastest boats and the best captains, have been taken over by the Government. In the case of the great Alaska salmon fisheries, it is reported that a great part of the Alaska steamship fleet—including a number of cannery-owned vessels as well as common carriers—are now in the hands of Defense Agencies. In the New England fishing area, the Government has taken over 10 trawlers and 14 draggers, and probably will take many more unless some definite policy for the fisheries is decided upon.

The point I wish to stress is that while the war has created a tremendous demand calling for increased production from our fisheries, other agencies of Government are taking over vessels and man power to such a degree that not even normal production can be approximated. Obviously, there is need for the creation of some agency to determine whether production of food is paramount to taking men and vessels into the military branches of the Government.

There are, of course, many other ramifications to this question requiring policy making powers by some agency. Mention may be made of a few, such as:—

(1) With submarines operating along our Atlantic, Gulf, and Pacific Coasts, consideration should be given as to whether and to what extent fishing boats should be protected; whether or not they should be armed; the problems of war risk insurance for boats and men decided, etc.

(2) With growing scarcities of such materials as burlap, cellophane, cordage, rubber, tin, and a host of other commodities, some one should be empowered to determine the importance of the fisheries in our War economy and the extent to which their needs should be met.

(3) Nutrition experts of our Defense Agencies have emphasized the needs of increasing the consumption of "protective foods" valuable for their richness in minerals, vitamins, and good proteins to combat malnutrition, promote public health, and increase body resistance to disease. As seafoods are protective foods, available to our people at low prices, it would appear desirable to encourage their production and this question merits consideration by a competent agency.

(4) Whereas the Fish and Wildlife Service has within it trained biologists, technologists, marketing and statistical experts who can contribute much in the way of information and technical advice; also in developing substitutes for scarce materials, etc., it would seem that as much of its staff as can contribute to solving these War questions should be so utilized, rather than setting up duplicate agencies. Instead, increased personnel needed in many cases might well be placed under the guidance of these experts. Certainly, the present is no time to move this agency from Washington or its environs.

(5) Plans should also be worked out for adequate financial assistance to the fishing industry for the construction and replacement of fishing vessels and the procurement of sufficiently high priority rating on the materials necessary to carry out this program. Such a program would make possible the utilization of many small shipyards, now idle because of their inability to construct ships of War.

(6) In view of the increased strain on the fish supply, we shall need the advice of trained fishery biologists as to the best ways of increasing production with the least possible danger to future stock. This will require a system of fishery management, reducing losses of undersized and immature fish, and taking the catch when its value is greatest. For example, at certain seasons of the year, the yield of the highly valued liver oils is but a fraction of that of other seasons.

In conclusion, I understand that for aids to agriculture there has been established the U. S. Department of Agriculture War Board. According to the latest census (1939) our fisheries produced 4,443,328,000 pounds of products for which our fishermen received \$96,532,000. There are employed in the harvesting, preparing, distributing, and marketing, about 500,000 persons. I would therefore recommend to you consideration of ways of administering this great resource and utilizing vessels and other equipment, and its personnel skilled in navigation, etc., in those ways which will contribute best to National Defense. To that end, I would suggest the setting up of some agency such as a U. S. Fisheries War Board, to carry out such a program.

Modern Seam Compounds Keep Your Boat Tight

By Capt. Elwell B. Thomas

A GREAT deal of time and many headaches would be saved if both fishermen and boat yards would avail themselves of modern seam compounds which have been developed for particular purposes, rather than universally employing the ancient and honorable putty.

There is now a cement or compound for practically every marine purpose, and for those purposes that are not served by the marine solutions, there is generally a compound which has been developed for building construction which will serve well. However, these shore mixtures should be experimented with before applying.

To begin with, marine seam compounds and bedding compounds should (1) Remain elastic over a period of years, and (2) Harden enough on the surface to hold paint or varnish. The manufacturers have met these two qualifications in a most satisfactory manner.

Bottom Seams

Take, for instance, the matter of bottom seams. For years we have caulked bottom seams, then payed them with some old odds and ends of paint and then puttied same. After we launched the boat and used her a while, we had the putty becoming hard and failing to come and go with the wood, as we had used a fairly hard deck paint to run the seam which gave the putty little to cling to on its hard surface. Therefore, the putty fell out without much encouragement.

Also, any of the paint which slopped over the edges of the seam onto the flat surface of the plank became a base for anti-fouling paint. If the usual copper paint was used, this base of deck paint would not hold it. Look at the bottom of a new boat which was treated in the old manner, after being hauled out following its first season, and you will see what I mean.

Now, all of the above has been changed, for the chemists have developed a seam paint which will not harm caulking cotton as copper paint would, and which will hold seam composition and form a good base for copper paint. This mixture is to be used only as seam paint below the water line as topside paints would not find it a good base. For topside seams a topside or deck paint should be used.

In addition to this new seam paint we have bottom seam cement which remains elastic both under water and hauled out and yet seals over enough to hold paint. Bottom seam cement should never be used above the water line as it does not seal over as heavily as do the compositions which are especially prepared for topsides and decks and will therefore rub up at a fairly slight touch and mess up things generally. However, bottom seam cement is ideal for its purpose and makes a good bedding compound in some cases. This cement comes prepared in brown for red and brown bottoms and in green for green bottoms. It also may be had in special colors for fancy racing bottoms of fast yachts. The brown variety is much the best, and as a rule fishermen would be apt to use it.

Bottom seam cement will remind one, both as to smell and texture, of pigment in the bottom of an unstirred can of copper paint except that it is not as hard. It does not apply quite as easily as old fashioned white-lead putty but it lasts so many more years that this minor objection is offset by its several good points. As a bedding compound it is particularly good where a positively watertight joint is needed, and there is no danger of its smearing up things such as the bedding of a hatch coaming or other deck fitting. Gasoline or kerosene will clean up hands or residue of it around the job.

The copper paint may be applied immediately or it may be applied at a later date. If the paint is applied immediately, one should not brush the paint on vigorously as there is danger of wiping the cement out of the seam. The cement should not be applied on a wet surface. Stern bearing flanges and all under water fittings should be bedded in bottom seam cement.

When through using the cement, one will find it advisable to cover the can tightly and then turn bottom up in a pan of water if there is any danger of the cover leaking. Other

than that, one can pat the surface of the contents to a flat surface and then pour a bit of tar oil on top of the cement.

Topside Seams

Topside seam compounds are somewhat different in composition than are the bottom cements and they have a different job to do. They must take a terrific beating for they are first wet and then dry, first hot and then cold, and they must stand up under these changes. They must be hard enough to stand sanding and rubbing from other boats alongside, yet must be elastic enough to put up under the above conditions. In these compounds, the chemists have done wonders in formulating a product which has more than met the rigid demands of the situation.

Topside seam compounds would remind one a bit of the familiar deck seam mixture of white lead and beeswax, but it does not harden up as the older mixture does. In fact, the modern compound can practically always be softened up by working back and forth in the hands and then applied. It is generally moderately hard in the can when opened and has to be softened up a bit by working, even when taken from a newly opened can. However, when it is applied, the methods of application are similar to white-lead putty.

This compound is obtainable in white, black, and yellow, the yellow being good for some work in connection with varnished surfaces. The white compound can be colored by a very small addition of paint of the desired color. Very little of the paint should be used and experimenting will determine the proper amount. It is advisable to color the compound for the reason that if topsides are painted a dark color over white seams, the slightest rubbing will remove the paint and the white seams will show up like a sore thumb.

After painting topside seams, the paint should be allowed to dry thoroughly before applying seam compound, for it will not hold on wet paint.

Topside seam compound will fill over nail heads very well and is quite satisfactory for filling dents and gouges in topsides if the injury is rather small. If the injury is of fairly large size, there is an elastic compound on the market which is ideal since it develops a harder surface and will withstand severe blows without gouging the compound. This patented material which we will call "elastic compound" will receive attention a little later in this article.

Deck Seams

As to deck seams. Here we have an even tougher proposition for the seam compound to meet as far as wooden decks are concerned. For these seams there are special mixtures which are best, and these compounds, for the most part, have to be melted before the seams can be payed by the compound. The compound should be payed by using a device built especially for the purpose. These modern deck seam compounds are far superior to old-time pitch for they do not boil out of the seams in hot weather and do not open up and generally crack in cold and dry weather as does pitch.

Ordinarily, deck seams are finished with black compound but if an especially fancy deck is desired with white seams, the white topside seam compound may be melted and payed into the deck seams.

If a deck or house top is canvassed it is advisable to employ a regular "marine glue" manufactured for the purpose rather than to use paint. The job will be more satisfactory in every way if properly done. In laying canvas in "marine glue", one should follow the directions on the can and refrain from experimenting.

As a matter of fact, if a problem arises in the use of any of these patented compounds, it is best to write for the advice of the manufacturer for that is much fairer to him and to yourself than to experiment with his product yourself with the prospect of a miserable job. Remember that your problem, when the product of another party is involved, then becomes

(Continued on page 20)



The American Seafoods shrimp plant at New Orleans, showing at left, the picking room; center, shrimp ready for blanching arriving in the canning room; right, production line in the packing room showing belts which carry the filled cans to be weighed, salted, sealed and cooked.

Outstanding New Shrimp Cannery at New Orleans

**American Seafoods Plant Scientifically Arranged
For the Full Utilization of Mechanical Conveyors**

REPRESENTING the last word in modernity in machinery and methods of getting the elusive and perishable prawn into cans, is the outstanding new shrimp cannery of American Seafoods, Inc., at New Orleans, which began operations with the opening of the 1941 Winter season.

Headed by Paul Skrmetta, Jr., the new plant, which features new equipment throughout, plus a number of ingenious adaptations not ordinarily found, is under his active charge, as well as that of Capt. Frank J. Lannes, Secretary-Treasurer of the Company, and Frank J. Lannes, Jr., who is plant manager. Particularly well known in Gulf seafoods is the name of the Company President, Mr. Skrmetta, who, though a young man, is a veteran of the industry, having been associated with his father for many years, and having "grown up" in the business.

A trip through the American plant reveals to a layman or to anyone intimate with any phase of the shrimp industry, that the canning of shrimp, once a backward business with a product that lacked of uniformity, is today right up there with the best in sanitation, standardized methods, and scientific equipment that assures the very best possible canned shrimp.

Especially well-planned is the American plant layout, which Mr. Skrmetta supervised and designed with a careful eye to many details ordinarily overlooked. Mechanical conveyors, all electric motor driven and utilizing rubber belting or metal mesh belts for tracks are a feature of the entire handling process.

Shrimp arrive at the plant on concrete truck runways slanted for drainage. They are brought into the picking room on two mesh belt conveyors which empty the shrimp on to two inspection belts set at right angles and made of Laporte metal mesh matting. Eight girls at each of these belts remove debris and bad shrimp, while the shrimp that pass inspection drop into weighing baskets.

The wire baskets of shrimp are swung on to six picking tables, each 30 feet long, and made, as is all other plant equipment, entirely of metal. Designed by Mr. Skrmetta, all these tables are placed so that their ends, to which picked, peeled shrimp move in troughs of running water, discharge into larger troughs which convoy the shrimp to the canning room, itself separated from the picking room by a screened partition.

About 300 girls are employed picking at capacity. The picking room, in common with the entire plant, is lighted with fluorescent lighting. The executives report that this gives excellent results, both in economy and eye ease.

Ten exhaust fans, which represent a particular feature, are spaced throughout the first floor and remove odors instantaneously. Crescent Wonder fans, each 36 inches in diameter, are spotted near the ceilings.

Canning Room

In the canning room the tails arrive upon a large discharge table, built so as to funnel meats to heavy metal containers, in which they are blanched. Procedure here is a 10-minute blanch, with salt content of water being one 100-pound sack per tank with a fresh sack added every four or five boils. From blanching, conveyors again pick up the meats, moving them along under fans for partial cooling and dropping them again upon another conveyor to a main inspection belt, a 24-inch Quaker Rubber belt, where 12 girls, six to a side, again inspect the shrimp meats. The platform upon which the girls work is a diamond plate sheet metal stand, giving firm non-slip footing, a further indication of the careful attention paid to details of the plant.

The main objective of the whole American plant procedure is to produce a fancier pack of shrimp and a better quality one by having the meats pass before more workers for picking and inspection.

From the inspection belt to grader to canning tables, lined up before the two American Can Company sealing machines, is a smooth unbroken line of flow for the shrimp meats. Girls drop the meats in 5¾ ounce American cans, which are weighed on Exact Weight Scales and then carried on a rubber belt under two Scienco salt tablet machines prior to sealing.

After leaving the canning machines, the cans flow into iron baskets holding 500 cans each and are lifted by electric hoist to the kettles. These are Robbins kettles, and the shrimp remain in for 10 minutes at 250 degrees, with Foxboro Temperature controls reporting and gauging the cooking.

The entire output of the American plant is in cans and present brands are "Paul-Lan" and "American's Prize," both being made in small, medium, large, and jumbo sizes of shrimp and in No. 1, 5¾ ounce cans, of which the Company expects to pack about 50,000 standard cases in a season. All packs are under supervision of the Seafoods Inspection Service of the Food and Drug Administration.

The location of the plant upon a railroad spur on Perdido Street in New Orleans is an advantage to the Company, as it permits advantageous buying and handling of carload supplies such as salt. Supplies are stored on the spacious second floor of the plant, which also contains offices and locker rooms.

Advertising and Merchandising Frozen Seafoods

Excerpts from Address by L. A. Greene, 40-Fathom Fish, Inc., at National Food Distributors' Meeting



John E. Cain, President, National Food Distributors' Association and L. A. Greene, advertising and merchandising manager, 40-Fathom Fish, Inc.

WHEN we stop to think what advertising has done for automobiles, radios, refrigerators, and, more recently, quick frozen foods, I am sure we will agree that it does pay to advertise.

Not so long ago, in the last twenties, it would have been almost foolish for any producer to try to advertise fish. The conception of the fish business at that time was to take the round fish as it came out of the boats, throw them in barrels or boxes, shovel in two or three scoopfuls of ice and trust to God they wouldn't be rejected at destination. Yes, and I imagine at that time there was no way of identifying them; one fish looked like another, except that one smelled as bad as its neighbor, and I am sure some of you elderly gentlemen will remember the old-time storekeeper standing in back of his dilapidated fish case who bragged to you as you came in the door that the fish in his emporium just breathed their last as you came in. And Lord what a breath they had!

All that is changed today, thanks to filleting, quick freezing, modern packaging and consistent advertising. No longer does the housewife have to be skeptical of the fish she is buying. Through magazines and radio, newspapers and point-of-sale material, the story of fresh-caught flavor is being brought to her every day of the week. It is educating her to buy in confidence a nationally-advertised, trade-marked, packaged, quick-frozen product, and it is introducing to her a real seashore dinner whether she lives in Phoenix, Paducah, or Peoria.

Besides this advertising which is being done by the leading producers today, there is also a large cumulative effect in the public mind right now about the merits of fish as a health food. This has come about primarily as a result of public education through editorials by leading dietitians, and through cooking schools, homemakers' programs, state extension work and government activities.

Importance of Distributors

It's strange, however, that for some reason, a great many people seem to think that when they talk about merchandising, all that should be considered is consumer merchandising, or getting the housewife to buy the product. Well, that is important, but it's the last link in the chain. Before goods can be successfully merchandised to the housewife, they must first be merchandised to the retailer, and before that to the distributor salesman. And, of course, the manager or owner of the distributing organization must first be sold by the merchandising efforts of the manufacturer.

For example, here is what one successful manager did to help his men put over a product in Philadelphia just a few months ago. On a Saturday morning, this manager mailed out 500 letters to a select list of retailers in the territory his men covered. This letter gave a brief, concise but convincing story about the value of quick frozen seafoods. Well, the manager didn't stop at that. He went on to say that shortly after the letter was received by the storekeepers, a representative would call and leave with them a nice, generous sample of the product he had to offer. On Monday and Tuesday, the storekeepers received the samples and on Wednesday and Thursday they bought plenty of merchandise. Sixty-three per cent of the storekeepers who received samples bought the first week. That shows what smart merchandising will do to help the boss and his men.

Then, there are a number of other successful merchandisers that I know that believe strongly in the use of weekly trade messages. One of these men makes quite a job of it and he doesn't hesitate to say that it accomplishes two things. It builds good will with the trade for his company and his men and it helps the company to keep in touch with old customers who haven't bought for a while and helps persuade some customers who are giving them only a part of their business to give them more.

Work in interesting market information that will help the dealer. If it is quick frozen fish you are handling, be the first to offer them a new variety that just came on the market. If you have been fortunate enough to make a good buy, offer them a special now and then, a chance to make a little extra margin of profit. Call their attention to the fast days as they come along. Give them helpful selling information and new ways of displaying the product for more rapid turnover. Those are the things the men in the store want to hear about and they will remember when it comes time to place the order.

Useful Selling Points

Considering quick frozen fish, let's consider some of the facts and information that your men can use in their presentation to the trade. As you probably know, quick frozen seafoods, unlike quick frozen fruits and vegetables, have, for a number of years been successfully sold by storekeepers in a defrosted condition from regular fish and meat cases as well as in the frozen condition from low-temperature cabinets. Take any of the leading brands on the market today and there are merchandising facts galore that your men can use with the trade. Let's consider a few of them.

Mr. Storekeeper, seafoods individually wrapped and neatly packaged can now be sold just as easily as any other branded product, without muss or bother. Filleting and quick freezing have made that possible. At this point, a smart merchandiser will have samples with him to show to the grocer, he will go a step further, he will induce the grocer to take the sample home and give himself and his family a treat. Remember, success depends upon the number of people who, having once tried a product, like it well enough to buy it again and again.

The housewife can now buy in confidence. No longer does she have to ask, "Is it fresh?" She can give her family a real New England seashore dinner, and a change of menu with over 20 varieties to choose from.

Why not make your store headquarters for seafoods? You'll be surprised, too, how a good fish department will help sell goods out of another department. A good fish department, too, will attract customers to your store and away from competitors. People like good fish if they know where they can get it.

You can have a big assortment at a small investment. There is no shrinkage, spoilage or cutting loss. And, guaranteed by a trade-marked brand, nationally advertised and reasonably priced, you can be sure of a rapid turnover and a good profit margin.

W. P. B. Wants Harpoons

THERE'S talk of Moby Dick in New Bedford streets again. Shelved for 20 to 50 years, the phraseology of bomb-gun lance and harpoon construction once more is on the lips of a few. And it took a worldwide war to bring back to America and to New Bedford the breath of a lost industry.

The Government announced Feb. 3 it needed 1,000 harpoons for sperm whaling. In recent years this supply has been furnished where needed by Scandinavian craftsmen who produced the hand-forged steel weapons. Today, this source has been cut off and now the active citizenry here is wondering if any of New Bedford's machinists or craftsmen may be able to aid the Government.

William H. Tripp, Old Dartmouth Historical Society curator, said it was possible that one or more of this city's machine shops might be able to fill the bill.

The sperm oil of whales, among its other uses, is valuable as an industrial lubricant, and the War Production Board has need for the five-foot instruments which are shot into whales from cannon. The making of whaling harpoons will, under the armament program, give work to small manufacturers with facilities for the job.

Strike Causes Higher Prices

Cod, haddock and other groundfish were up an average of three cents a pound in New Bedford as a result of the "War-risk insurance strike". Shortage of all kinds of fish also kept the yellowtail price up in New Bedford, despite the fact that Boston's 40-beam trawler fleet lands few yellowtails in normal times.

Catch Pays High Dividends

Three hundred eighty dollars for six days' work went to crew members of the dragger *Sea Ranger*, after unloading her prize trip at Boston Jan. 27. Each member of the crew received that sum out of a \$6,800 stock. It was the best proportionate catch reported thus far this year. The vessel ordinarily carries 10 men.

Newest New Bedford Dragger Taken by U. S.

The *Leslie M.*, 75-foot dragger and latest addition to New Bedford fishing fleet, has been taken over by the U. S. Maritime Commission for Army use.

At the Boatyards

The *Ronald and Mary Jane*, 99'6" dragger launched at Essex, Mass., in September, has been at Hathaway's, Fairhaven, for outfitting, and joins the fishing fleet in mid-February. She is owned by the Flag Fish Company of New York.

Hathaway's is installing a new winch in the 73' *Austin W.* for Roy Wonson. Mr. Wonson's boat has just come off Kelley's ways, Fairhaven, where she was painted navy gray, and sheathed for ice protection. Also at Hathaway's is Capt. William Westerbeke's 95' *Vandal* of Boston, for installation of a new steel pilot house; and Capt. Tharald Drivdahl's *Minnie V.*, of New Bedford, for a replacement of the 4-cylinder to a 6-cylinder Gray Diesel, and new fuel tanks.

Kelley's has had the 68' *Elva and Estelle* of New Bedford, owned by Douglas Malone, up for caulking and painting; Robert Mitchell's 96' *Dartmouth* of New Bedford, for new shoe and painting. The 76' *Joan and Ursula*, owned by William L. Eldridge, Fairhaven, has been painted navy gray, sheathed, and fitted with dory gallows; the 96' *R. Eugene Ashley*, owned by Capt. John G. Murley and William Hayes of New Bedford, has been up for painting, general repairs and dory gallows; Simon Landry's 75' *Mary J. Landry*, for installation of guards; and the *Emily H.* of Newport, R. I., for caulking and navy gray paint job. The *Emily H.* is part of the Capt. Sanchez's estate.

Albert W. Holmes, Jr., of New Bedford, has had his 46' dragger *Serafina*, on the ways at Casey's, Fairhaven, for repairing of broken collar in her reverse gear.

Casey's also has worked on the 66' *Ronald and Dorothy* (formerly the *Beatrice S.*), for Frank Parsons of New Bedford; the 56'5" *New England*, for Arthur Duarte of Provincetown; and James Aylward's *Ann and Marie*, of New Bedford, for general repairs.

At Peirce and Kilburn's, Fairhaven, the *Noah A.*, of New Bedford has been hauled for survey.

J. H. Matthews, newly elected Chairman of the Fishery Advisory Committee



Fishery Advisory Committee Elects Matthews

AT the meeting of the Fishery Advisory Committee in Washington, D. C., on January 28 and 29, J. H. Matthews of New York was elected Chairman to succeed Charles W. Triggs of Chicago.

Mr. Triggs retired from the chairmanship after two years of service, but will continue active in the work of the committee. A resolution of gratitude was adopted in appreciation of the splendid service he has rendered the fishing industry.

Mr. Matthews comes well qualified to carry on the work of the Committee, being executive secretary of the Middle Atlantic Fisheries Association, a director of the Fishery Council, and an executive in the firm of Chesebro, Robbins & Graham of Fulton Market.

H. P. Friele of Seattle and Dr. Lewis Radcliffe of Washington were elected vice-chairmen. Ralph Russell of the U. S. Fish and Wildlife Service, Division of Fishery Industries, is secretary.

A set of twenty-five resolutions were passed at the meeting, and among these were those dealing with the following subjects, which, it was recommended, should be brought to the attention of proper Government officials for consideration.

That provision be made for the employment and payment of a full-time secretary.

That the Fish and Wildlife Service be not removed from Washington or its environs.

That the War Production Board be requested to utilize existing fishery technical and statistical personnel of the Fish and Wildlife Service rather than set up a duplicate personnel.

That a study be conducted relative to the full development of the fisheries for shark and other species that constitute sources of vitamin potency oils.

That adequate financial aid be given the industry for the construction and replacement of fishing vessels, with suitable priority rating on materials necessary.

That it be recommended that speedy approval of the proposed compact of the Atlantic States Marine Fisheries Commission be enacted by the States of Connecticut, Virginia, North Carolina, South Carolina, Georgia and Florida, which have not yet ratified the compact.

That appropriate action be taken to eradicate and control pollution hazards to public health and to our aquatic resources, accruing from increased industrialization and concentration of population in defense areas.

That recognition be given to the ruling of the Food and Drug Administration on the proper common names of fish.

That a study be made relative to proper methods of inspection and certification of frozen fishery products at source of production.

That recommendations be made to lobster producing States that have lesser size limits, that laws be enacted to provide for a minimum uniform size limit of 3 1/8 inches, eye socket measure.

Virginia Bills Affecting Fisheries

THREE bills have been introduced into the Virginia House of Delegates and two in the State Senate, which affect the Virginia Commission of Fisheries.

In the Senate, William A. Wright of Tappahannock offered a measure carrying only one amendment to the existing section 3146 which defines and establishes the duties of the Commission and its chairman. Paragraph 6, relating to the Commissioner, reads: "... and (he) shall devote his entire time to the duties of his office". The bill was referred to Senate Committee on Fish and Game.

In another measure which, if enacted, would further modify the existing statutes on the organization of the Fisheries Commission, it is proposed that, instead of being appointed by the Governor for a term "at the pleasure of the Governor" coinciding with the Governor's term unless reappointed by the next Governor, or being permitted through non-action to remain in office, the five members be named for terms of six years.

The appointment, as proposed, will begin "the first day of July next, following their appointments, the first appointment being made on or before the first day of July 1942, and subsequent on or before the first day of July every six years thereafter".

The third bill would prescribe the respective jurisdiction of the Commission of Fisheries and of the State Commission of Game and Inland Fisheries in the Rappahannock and Potomac Rivers. Theoretically, the Fisheries Commission has jurisdiction over the tidal portions of sea-tributary streams, and the Game Commission above tide water. The matter, however, has been a source of considerable controversy between the two groups.

The remainder of the resolutions proposed by Wright and Norris reaffirms previous legislation establishing the Fisheries Commission, with terms subject to the pleasure of the Governor; giving the Commissioner a salary of not over \$7,500 a year, "to be fixed by the Governor," placing him under \$5,000 bond, and fixing the pay of the associate members at \$10 a day and expenses while attending meetings; placing the permanent office in Newport News; and making the Commissioner responsible for enforcement of seafood laws, appointments, removals, and regulations of Commission employees, etc.

Seafood Exhibit Proves Educational

In the Fall of 1940, the Commission of Fisheries undertook the development of an educational program that might bring to the communities of Tidewater Virginia a fuller understanding of the fisheries of Chesapeake Bay and the need for conserving and utilizing them to fuller advantage. The Virginia Fisheries Laboratory educational exhibit was prepared for display in the schools and community centers, where seafoods play a significant role in the economics of the community.

Under the immediate supervision of J. Revell Melson, then laboratory demonstrator, the exhibit was shown in about twenty-five schools to over eight thousand pupils.

This year the Commission of Fisheries and the College of William and Mary are endeavoring to extend this work, recognizing the part that such educational work is destined to play in providing a much needed service to the Tidewater communities operating through their schools and other organizations.

Harbor Defense Co-operation Appreciated

Brigadier General Rollin L. Tilton and Commander Charles J. Gass have received copies of a resolution drawn up last week by the members of the Virginia Commission of Fisheries.

The resolution states that the Commission of Fisheries express to the commanding general of the Chesapeake Bay sector, and to the commanding officer of the Fifth Naval District, its appreciation for their sympathetic understanding of, and assistance in, solving the many new problems created in the seafood industry by the emergency; and that the Commission offers its full co-operation, as well as that of the captains, inspectors and employees, in any future undertaking of these departments in which they can be of service.

Maryland Rock Size Limit

MARYLAND is faced with an important problem in connection with harvesting the crop of rock (striped bass) in her waters. Until the last few years the marketing of this fish has not been a problem since a ready demand has always existed along the entire coast and prices from 15 to 25 cents per pound to the catcher were not unusual.

When rock were very plentiful there was some decrease in price but because of the nearness of New York City, Philadelphia and several large cities in New Jersey, Maryland fishermen were able to obtain a relatively high price for their product. Today, however, the picture has changed because of the recent passage of larger minimum size limits in the Atlantic States north of Maryland.

Now the major markets for fish below 16 inches, except for Washington, D. C., and Baltimore, are closed to Maryland fishermen. This means that, generally speaking, all the fish from Maryland waters between 11 inches and 16 inches must be marketed in the two above-mentioned cities. In times when rock of this size are very plentiful a great decrease in price per pound can be expected since these markets can handle only a certain percentage of the catch and all excess will have to be disposed of in some other way. It is unfortunate for the fishermen that such a condition exists and the only practical remedy would seem to be an upward change in the size limit of rock in Maryland. This would have the dual advantage of having a market for the bulk of the fish caught and would allow the fishermen to profit from any growth and subsequent increase in weight that might occur.

Reserved Areas Opened for Dredging

Following its policy of opening closed areas for dredging purposes when the marketing of oysters is most profitable to the dredgers, the Department of Tidewater Fisheries decided to open several of the reserved areas.

Not enough rocks were available on which to catch oysters, at a time when the demand for them was particularly good and the prices very favorable. Rocks that were open all season for dredging had been worked to the point where very slim catches of marketable oysters could be made.

The tonging areas were opened principally because of heavy ice conditions in the Bay which prevented tongers from working on many of the already open areas.

The opening of these reserved bars and rocks will add materially to Maryland's supply of good oysters this season, a season which so far has been extremely profitable to dredgers and tongers alike.

Oysters have sold for higher prices in the shell since the holidays than since the first World War, from \$1.98 to \$1.64 per bushel. But the packers have not profited by the high prices. Several packing houses will discontinue shucking oysters during February.

Shad and Herring Season Open

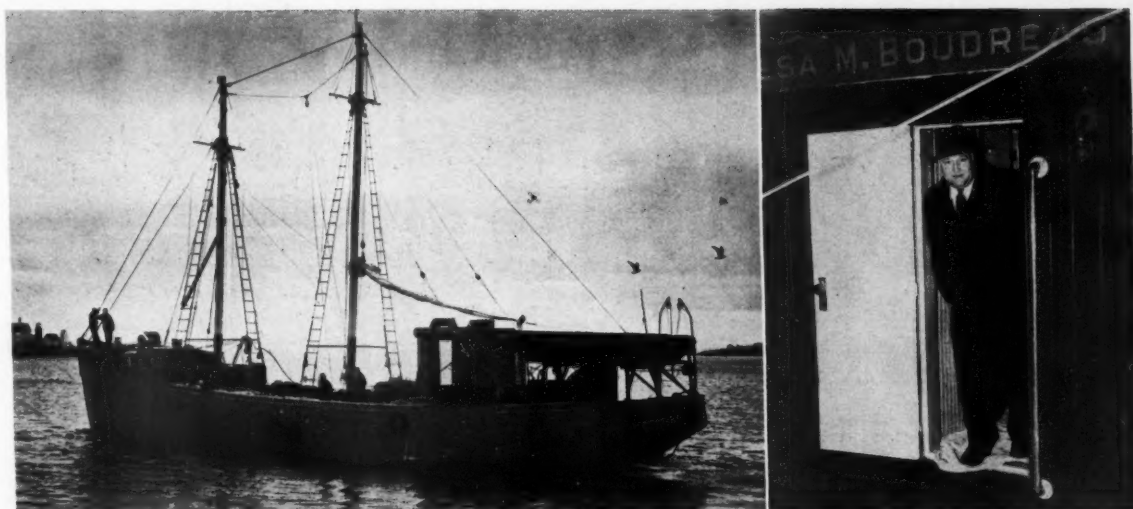
The shad and herring season began in Virginia waters of the Chesapeake Bay on February 1st, and opens in Maryland waters on March 1st, closing May 1st. Maryland fishermen are now busy getting their nets ready, and repairing their pounds and boats for the coming season. Shad is the money fish, but every year there has been a steady decline in the run of shad; however, herring and croakers have added to the income of the fishermen.

There is a good demand for herring. Among the firms who can and pickle it are Ralph Riffin & Co., of Crisfield, and Philips Canning Co., of Cambridge.

Setting of Crab Pots, Question

Some time during the current session of the General Assembly legislators will, according to opinion, consider a bill in connection with setting of crab pots for the forthcoming season.

A number of inquiries have been received at the Virginia Commission of Fisheries office from crabbers in all sections of the Tidewater area in reference to setting crab pots, but, so far the office has been unable to advise them of anything definite and the matter is entirely in the hands of the Legislature.



The new 101' x 22' 6" x 11' dragger "Theresa M. Boudreau" of Gloucester, and her captain-owner, Joseph Alphonse Boudreau. She is equipped with a 300 hp. Atlas Diesel, 60 x 54 Hyde propeller, New England Trawler Equipment Co. winch, fish hoist and steering gear; Kinney clutches; 8 hp. Lister generating set, Shipmate range, Kelvin-White compass and Fathometer. The boat has a capacity of 185,000 pounds and uses Gulf oils and Roebling wire rope.

Gloucester Fleet Making Substantial Earnings

THE "sky-rocketing" of fish prices, occasioned in part by the Boston trawler strike, has resulted in enabling Gloucester boats to land a multitude of record money-making trips during the past month. Many of the boats have been landing their fares at Boston Fish Pier, where exceptionally good prices were paid by the dealers, in order that they might have at least a small amount of fish during the strike. This resulted in a serious reduction in landings by the boats at Gloucester and brought about the unusual situation of leaving Gloucester without a single landing on several days.

Among the outstanding stocks and shares made recently by the Gloucester fleet are the following: *Joffre*, Capt. Tom Benham, which stocked \$5100 and shared \$264 in eight days; *Gov. Al Smith*, Capt. Custodio Cecilio, which stocked \$4783 and shared \$260 in eight days; *Mary Mullins*, Capt. Mickey Dinsmore, which stocked \$3700; *Sebastiana C.*, Capt. Ivan Williams, which shared \$200; *Corinthian*, Capt. Jerome Noble, which stocked \$5670 and shared \$280 for a 7 day trip; *Olivia Brown*, Capt. Frank Brown, which shared \$363; *Alvan T. Fuller*, Capt. Joe Cruz, which stocked \$6700 and shared \$311; *Geraldine and Phyllis*, Capt. Colin Dorey, which stocked \$2970 and shared \$140; *Babe Sears*, Capt. Loren Sears, which stocked \$7250 and shared \$440 on a seven day trip; and the *Gloucester*, Capt. Frank Foote, which stocked \$7000 and shared \$348 for a seven day trip.

Boats Returning from South Early

Some of the Gloucester fleet which have been fishing in the South this winter have already started for home waters, nearly two months ahead of their usual schedule. Although the prices received by the boats for the fish in the South are reported to be good, there apparently is a scarcity of fish this year. Other factors contributing to the decision of some of the skippers to return early is the existence of the exceptionally profitable fishing in the North at the present time, as well as navigating uncertainties in the South caused by the war. Among those which returned the early part of the month were the *Doris F. Amero*, Capt. Nels Amero, and the *Magellan*, Capt. Joe Rose.

Doing Well at New York

Several Gloucester draggers have been landing good trips of fish at Fulton Market, New York during the past month. They

include: *Paolina*, *Portugal*, *Cape Ann*, *Old Glory*, *Olivia Brown*, *Lady of Good Voyage*, *Edith L. Boudreau* and *Magellan*.

The bulk of the catches of these boats has consisted of scup, with smaller amounts of fluke, yellowtails and whiting. Trips have totaled 25,000 to 60,000 lbs.

Gill Netters Hit by Restrictions

Gill netters and Summer mackerel boats are reported to be adversely affected by the latest Government proclamation which forbids night fishing in an area from Sandy Bay, Rockport to Cape Cod in certain well defined limits. It is stated that fishing may be done only when there is good visibility and then by permission from the Navy.

Some of the gill netters have already suspended operations because of the fact that pollock seemed to have gone into their usual retirement, which incidentally, is a month later than usual. The price for gill net pollock reached an all-time high recently of eleven cents per pound.

Get New Commands

Capt. Albino M. Pereira has taken command of the Boston dragger *Gertrude Parker*, while Capt. Cecil Moulton, is slated to be skipper of the dory trawler *Grand Marshall*.

Cooper-Bessemer Ordered for Two Boats

Cooper-Bessemer Diesels have been ordered for the *Evalina M. Goulart*, Capt. Manuel J. Goulart, who will have a Model GN6, 260 hp., 350 rpm. engine; and the *Grand Marshall*, owned by United Fisheries, which will have a Model GN8, 400 hp., 400 rpm. engine.

Frank M. Souza Dies

Frank M. Souza, well known marine engineer, lost his life in a New Bedford lodging house fire on January 30. Death also came to a fisherman, Hans Hansen, who was stopping at the same place. Mr. Souza, who had been employed for the past decade by the Cooper-Bessemer Corporation, was in New Bedford to take charge of engine installation on two draggers.

Two New Fillet Concerns

Colonial Seafoods Co., managed by John Craig, which recently took over the Chianciola fish plant and installed filleting machinery, is extending its wharf for providing increased boat unloading space and allowing for an addition to its building.

Empire Fish Co., another new concern of which James Bordinaro is manager, has remodeled a Railway Avenue structure into attractive filleting quarters with good harbor frontage. An average of a dozen workers are employed in handling groundfish products.

Maine

Winter

Sardine Packing Starts

WINTER sardine packing, legalized by the Legislature at its recent special session, began February 10. The B. H. Wilson Fisheries, Eastport, first Maine company to take advantage of war-time suspension of a ban on Winter packing operations, began receiving fish February 9.

Senator Brewster stated that the Canadian government's ban on exports of herring to Maine during winter months would be lifted at the end of February. He said he had received this word from the State Department.

Resumption of exports, chiefly from New Brunswick, will mean that the Maine sardine canneries will be able to operate on an increased scale.

Appropriation for Clam Propagation

With from 30 to 35 clam diggers earning up to \$75 a week on formerly unproductive beds in Stover's Cove, South Harpswell, seeing a return of at least \$6,000 on a \$200 investment, is very much sold on the clam propagation program of the Department of Sea and Shore Fisheries. In fact the town fathers are so enthused that they have advised Commissioner Arthur R. Greenleaf of their desire to participate in the activity on a much larger scale this year and will ask for a good sized special propagation appropriation at the annual meeting.

It all started seven months ago when fisheries experts told the town that the barren beds in the Cove were in that condition because they had been over-dug and that it would be a comparatively easy matter to start them producing again. The town matched \$200 put up by the State and an area was planted with tiny seed clams brought from over-seeded sections near Portland.

Closed by order of the Commissioner until last week, the seeded area was opened and diggers started reaping a great harvest. True to predictions the growth of the clams had been speedy and they were in perfect condition. One fellow close to 80 years old made \$55 the first week while another digger netted \$76.50. As many as 42 diggers have been working on the flats in one day. When the area is completely dug over it will be closed again until next Fall and at that time it should start producing on the same scale as at present. Figuring on the present rate of production, the beds should yield at least \$6,000 worth of clams before the digging over process is completed.

Clams Must Be Two Inches Long

A new artificial seeding operation will not be necessary for several years as diggers are not allowed to take clams less than 2 inches long and these are left for natural propagation purposes.



The lobster boat "A.I. & M." owned by LeRoy E. Ames of Vinalhaven, Me. She is powered with a 6 cylinder Buda Diesel, Model 6-LDMR-275, turning a 26" by 16" 3-blade wheel through a 2½ to 1 reduction gear.

High Prices Prevailing

The highest prices in a long time are making the proposition even more attractive. Diggers are getting as high as \$6 a barrel in the shell or at the rate of \$2.25 a bushel. By shucking them they can realize \$3 a bushel as each bushel will produce two gallons and the wholesale price is \$1.50 a gallon.

The town fathers of South Harpswell want to close off and seed several more areas. Their idea is to open a new area every two months, year in and year out and figures show that such a move would be an exceptional investment.

Two Fish Days Advocated

Advocates of a "second" fish day a week during the emergency Sea and Shore Fisheries Commissioner Arthur R. Greenleaf and members of his office, warden and hatchery staffs are practicing what they preach. Greenleaf said today that every person in his organization had pledged to eat at least two full meals of seafood products weekly for an indefinite period and suggested that every family along the Atlantic seaboard do the same as a "contribution for their pocketbook, their health and for victory".

"Seafoods for Victory Dish"

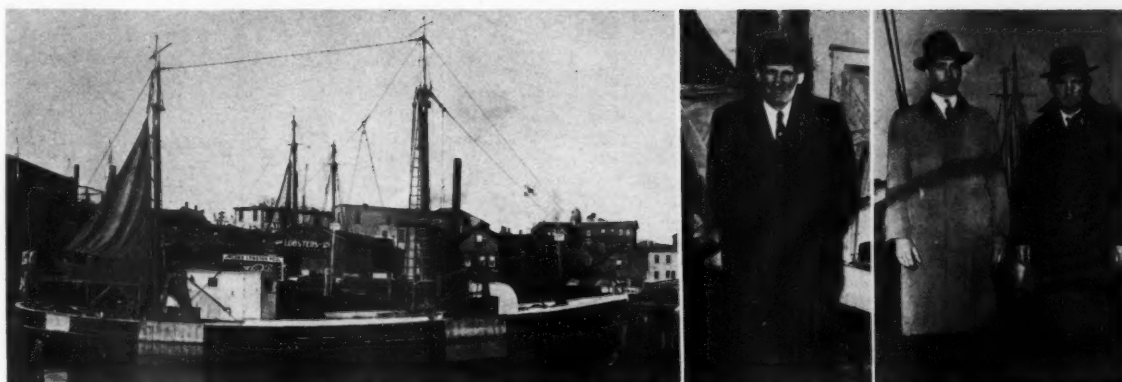
In order to stimulate interest in the campaign, Greenleaf is working with the Maine Development Commission on plans for a "Seafoods for Victory Dish" which should result in the discovery of a number of new and tasty dinner combinations.

"Helen Mae 2d"

The Rockland Boat Shop expects to launch the *Helen Mae 2d* for the Ross Brothers of Owls Head about the first of March. This will be the second fisherman that the shop will have launched within the year, having built the *Iva M.* for Captains Charles Carver, Sumner Whitney and Lew Wallace last Spring.



The "Elinor & Jean", owned by Capt. Otis L. Thompson, of South Portland, Me., is powered with a 4 cylinder, 4 cycle, 120-140 hp. Wolverine Diesel engine.



The 92-ft. dragger "Gloucester" which is named after her home port; standing from left to right, Walter Parsons, part owner, Ben Parsons of the R. J. Ederer Co., and Capt. Frank Foote, part owner and skipper. The boat is equipped throughout with American Mfg. Co.'s manila rope sold through R. J. Ederer Co., and Ederer manila netting. She is powered with a 200 hp. Atlas Diesel and covered with Pettit's bottom paint.

Boston Strike Settled

THE strike of fishermen of the beam trawler fleet of Boston was settled on February 14, and five vessels resumed fishing on the 16th. The remainder of the big fleet of 45 trawlers was expected to be in full operation within a week. They had been idle since January 6 when a war risk insurance controversy caused the tie-up. The fishermen had demanded that the owners pay the cost of \$5,000 insurance for each crew member as well as \$200 insurance on personal effects.

In settling the dispute, the owners and the Union agreed to the recommendation of the National War Labor Board that the owners buy the insurance for a three-month period and resume normal operation, with assurance from the Union that no strike or work stoppage would occur during the period. Meanwhile, the case concerning whether fishermen or owners should pay for the insurance will be arbitrated before the Labor Board, whose decision in the matter will be accepted as final and binding.

Cold Storage Holdings

A TOTAL of 97,246,818 pounds of fishery products were held in cold storage plants in the United States as of January 15, according to the Fish and Wildlife Service, United States Department of the Interior.

This was a decrease of 17 percent as compared with holdings on the same date the previous month, but an increase of 12 percent over the holdings on January 15, 1941.

Items showing marked increases in holdings on January 15, as compared with the same date a year ago, were shrimp, haddock fillets, croakers, rosefish fillets, halibut, and salmon. Holdings of whiting, mackerel, (except Spanish), sablefish, (black cod), whitefish, and cured herring were considerably below those of a year ago.

"Victory" Gets a New Atlas

The 41-ft. *Victory*, owned by Capt. Manuel Macara of Provincetown, is having a new 60 hp. Atlas Diesel installed, which replaces a similar model of the same make.

Powered with Caterpillar

Recent Caterpillar Marine Diesel sales in Massachusetts include a Model D 13000, 100 hp. engine in the *Cormorant*, owned by Capt. J. Burke of Provincetown. This installation is furnished with a Twin Disc clutch reverse and 2:1 reduction gear, and a Twin Disc clutch and 2:1 reduction gear front power take-off with shaft rotation opposite to that of the engine.

Model D 4600 engines, rated at 60 hp. have been installed in the *Doris* and *Alert* owned by Capt. Dan Mullins of New Bedford. Each of these units is equipped with a Twin Disc reverse and reduction gear having a ratio of 3:1, as well as a front power take-off with Twin Disc clutch and 4:1 reduction gear.

Chicago January Fish Receipts

ABOUT 5,781,000 pounds of fresh and frozen fishery products were received during January at the Chicago Wholesale Fish Market, according to monthly summary figures released by the Chicago Fishery Market News office of the Fish and Wildlife Service, United States Department of the Interior.

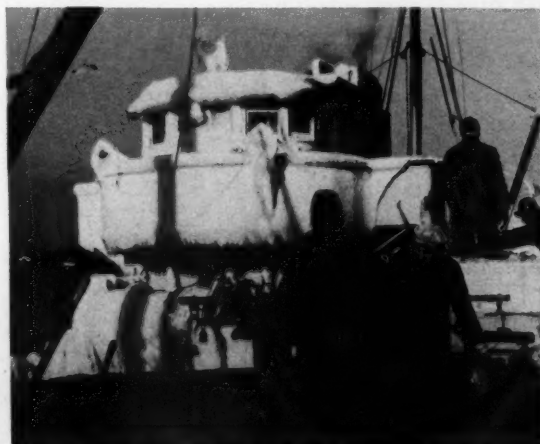
Compared with the arrivals in December 1941—amounting to 6,087,000 pounds—this represents a decrease of 306,000 pounds. An increase, however, is shown of 293,000 pounds over the January 1941 figure of 5,487,000 pounds.

During January 1942, 82 classifications of seafood—fish and shellfish, fresh and salt-water—from 23 States, Alaska, and 7 provinces of Canada, were sent to this market. Of the total receipts, 2,973,000 pounds were fresh-water fish, 1,930,000 pounds salt-water fish, and 878,000 pounds were shellfish.

Domestic catch accounted for 3,212,000 of the total January receipts; 2,569,000 pounds were imported (including the catch taken by United States vessels and shipped through Canada to the United States in bond). Imports were greatest from Manitoba, which sent in 1,523,000 pounds, mostly sauger.

Fresh-water species—fresh and frozen—received in greatest abundance at the Chicago Market during January were sauger (1,070,000 pounds); whitefish (309,000 pounds); lake herring (288,000 pounds); lake trout (276,000 pounds); and yellow perch (208,000 pounds).

Predominating salt-water species of fish were frozen halibut (708,000 pounds) and frozen rosefish fillets (311,000 pounds).



The ice-covered trawler "Winchester" unloading at Boston Fish Pier. She is owned by Usen Trawling Co., and powered with a 525 hp. Fairbanks-Morse Diesel.



Left: The "Anne Marie", Superior powered, was brought down to Morgan City, La. from the Atlantic coast and converted into a shrimp trawler. She is owned by Capt. Phillip Guarisco. Her lines, as compared to the conventional type shrimp trawler can be seen by comparison with the "Gulf Pioneer" tied alongside her, and owned by Capt. Ted Anderson.



Right: Capt. and Mrs. L. H. Henderson on board the shrimp trawler, "Bertha S.", owned by the Riverside Packing Co. of Berwick, La. She is powered with a 100 hp. Caterpillar Diesel engine.

Florida

Sponge Exchange Elects Smitzes as Head

LOUIS SMITZES, ship chandler and sponge packer, was elected president of the Sponge Exchange on January 22, at Tarpon Springs. He succeeds John Diamandis.

Other officers named to serve with Smitzes are Anthony Giallourakis, vice president, and Mike Nicholis, secretary-treasurer.

The board of directors is composed of the three officers and the following members: Diamandis, N. G. Arfaras, Louis Smernios, and Gus Cocoris, agent for the Gulf and West Indies Company.

George Cretokos was renamed superintendent of the Exchange and Costas Arvanitis was reappointed watchman.

The January sponge sales were greater than any former monthly sale by more than \$15,000. Regular sales were held during the month, with the highest amounting to \$49,000. The month's total amounted to \$365,483.99.

Sales for the second week in February broke all existing records. One day's auction of sheepwool sponges netted \$95,808, while 11 bundles of sponges from one diving boat brought \$200 a bunch.

House Purchased by Tropical Sponge

The one-time frame sponge packing house at the corner of Eagle and Ada streets, Tarpon Springs, has been purchased by John Kouremetis of the Tropical Sponge Company. Kouremetis purchased the sponge house from Alex Stefanidi from whom he had been renting.

Seeking Priority on Suits and Hose

A group of sponge backers have taken steps to secure diving suits, as the local industry is threatened with a shortage. In the past the suits have been imported from Japan, and with this source of supply stopped, the threat to the industry is acute.

Requests were forwarded Advancement Government officials requesting their assistance in securing priority on diving suits and air hose.

The diving suits are made of canvas with rubber used on the neck and at the wrists, and because of the rubber shortage there is difficulty in having the suits made by American firms.

Adequate supplies of rubber for replacement, repair and maintenance of diving suits and gear for the Florida sponge fleet have been pledged by the War Production Board.

Must Have License to Sell Eating Places

The hook and line fisherman who sells his catch to hotels

and restaurants must pay a wholesale dealer's license of \$50. If he is a non-resident of Florida he must pay an extra \$5 tax.

A license is not required for a person to sell his own hook-and-line catch directly to the consumer.

Price and Production Improvement

Bountiful catches of fish were reported from several sections of Florida. Local fishermen in Titusville said 1941 business showed improvement over 1940. Both market price and production of fish showed improvement.

Pompano

Gill netters of St. Lucie Inlet have been doing well with pompano, both outside and up the St. Lucie and the Indian. Catches of a few hundred to a few thousand pounds per boat have been made for a ten-day period.

Pro and Con on Mullet

The battle still rages pro and con on the mullet situation. The closed season law was ruled out at Tallahassee after State Senator Elmer Ward, representing a group of Naples fishermen, attacked its constitutionality on the ground that the last legislature exempted some Florida counties. Word was received from Naples in December that fishermen there had returned to mullet fishing.

L. S. Sadler, commercial fisherman of Bradenton, stated to the press that he had been misjudged because he had secured an injunction against the local act passed by the legislature last Summer closing certain waters to commercial fishermen using nets. Mr. Sadler said he realized the value of a closed season, but he felt that the State of Florida should have a closed season for mullet that would be statewide in its operation, with no local laws exempting either districts, areas or counties from its provisions. A law like that would be enforceable in its provisions.

Mr. Sadler continued that last Summer he urged the doing away of local laws in all parts of the State and enactment of one statewide statute.

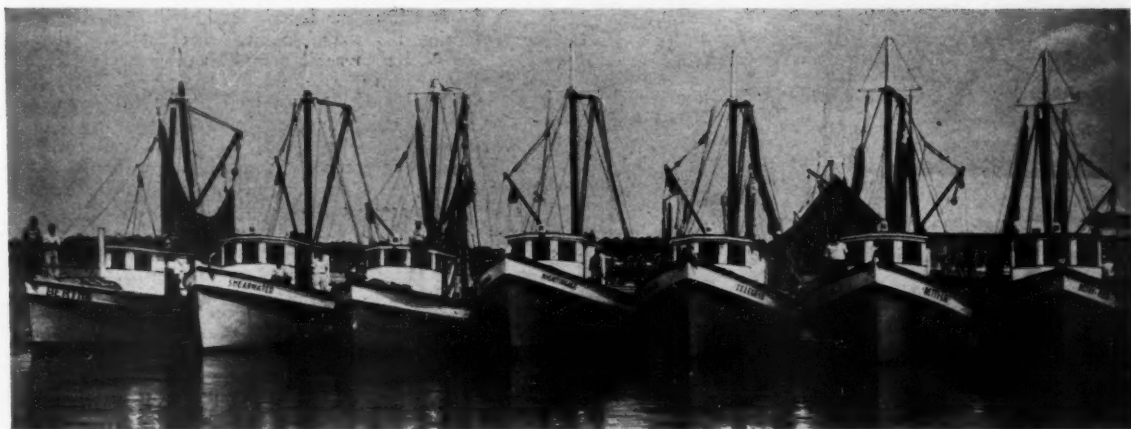
Court proceedings over mullet fishing have developed in other counties, among them being Pinellas, Hillsborough, Lee, Collier, and Monroe counties.

The general State law was enacted in 1925, but subsequent special laws have exempted 15 coastal counties north of Pinellas to the Alabama State line at Escambia County.

General State Law Upheld

In early January an injunction restraining State conservation officers from interfering with commercial mullet fishing in Sarasota, Manatee and Charlotte counties was obtained. The State Conservation Department announced that it would petition the State Supreme Court for a writ staying the injunction.

A general State law fixing a closed season from December 1 to January 20 on mullet fishing was upheld by the Supreme Court. The Supreme Court reversed the decision of Circuit Judge W. M. Walker of Tallahassee.



A part of the Pacetti fleet operating out of St. Augustine, Fla. and Abbeville, La. The "Duty" (third from left) is powered by an 80 hp. Mack Mariner Diesel. The "Bertha", "Shearwater", "Nightingale", "Telegram", "Betty Lou" and "Betsy Ross" have Caterpillar Diesel engines.

Mississippi Seeks Oyster Fund

THERE is before the Mississippi legislature a bill asking for a \$50,000 appropriation for the upbuilding of the state oyster reefs.

The money would be used to plant seed oysters and shells through the Mississippi seafood commission.

A federal project also is being worked up to secure a \$100,000 WPA appropriation for the same work. This project prepared by the seafood commission has been submitted to the Hattiesburg district WPA offices and has been approved by that office. It was also approved by the Jackson state office and is now in Washington for the final OK of the authorities there.

House Okays Oyster Inspection Tax

Mississippi's House of Representatives on Jan. 19 passed and sent to the senate a measure increasing the oyster inspection tax to 5 cents a barrel so as to provide funds for development of oyster reefs. The fee would be in addition to the privilege taxes already assessed under the law.

The 5-cents-a-barrel inspection tax, the measure states, "is hereby laid upon all oysters canned and packed in, and on all oysters shipped raw in, or from this state, on all oysters caught or taken from the public reefs or private bedding grounds for packing, canning and for shipment or sale raw."

Six hundred oysters would constitute a barrel. It would be the duty of the chief inspector to collect the sum and pay it into the sea food fund. Each packer, canner, corporation, firm, commission man and dealer would be required to keep a record of all oysters purchased, packed, canned, etc.

May Locate Shark Plant Off Coast

Capt. W. E. Young of New York is making a survey of sharks in the Mississippi Sound with the object of establishing a floating plant on the Mississippi Coast to prepare and market sharks and other fish.

Capt. Young saw shark shoes in New York and became interested in the industry. He has studied sharks in the West Indies, Hawaii, Australia and other countries. Sharks have the largest vitamin A content of any product, he says, and the Chinese consider shark fins a delicacy. He says shark skin makes the strongest leather known, and the flesh can be dried and marketed, and there is a constant sale for fins.

Capt. Young is investigating the shark supply here with the idea of building a floating plant—a barge, cement construction, 50 x 100 x 12 feet, drawing 3 feet of water, carrying necessary machinery. Several 30-foot boats would attend the plant barge.

He says sharks are caught in large gill nets 600 to 1000 feet long, with 6-inch square mesh, five or six nets out at one time, and left out over night. Also sharks are caught with a thousand hooks on chains, baited over night.

Louisiana Debates Shrimp Seasons

At the regular monthly meeting of the Southwest Louisiana Shrimp Dealers' Association Feb. 10 at Morgan City, extended

discussions concerning closed and open seasons were entered into. Reports that the canners and dryers would probably ask for the spring closed season of 45 days to be opened this year brought the decision by the Association that they would not in any manner take part for or against such move. The spring season is closed for the canners only. The headless shrimp operators who secure their catch from the deep waters of the Gulf are affected by the summer closed season which is fixed from July 1st to August 10th.

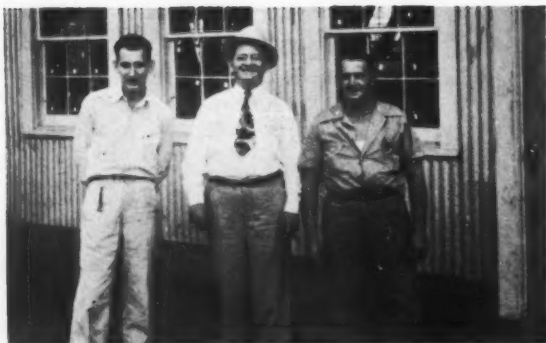
It is apparent that the headless shrimp industry may recommend certain changes in the July 1-August 10 season. There is a general belief that the closed period should either be eliminated or that the beginning of the season should be advanced to July 15 and remain closed until September 1st. Some favor September 15 as the proper time for reopening the fall season.

Various opinions were presented concerning dates, but it was generally agreed that if the closed season is again effective it should be a completely closed season and permit of no trawling of shrimp for local market or any other purpose. It is believed that this change will be asked of the lawmakers even if no other changes are made. Apparent abuse of the local marketing privileges last closed season make it evident that the real conservation intent is largely defeated.

The shrimp dealers believe that Louisiana citizens will willingly forego fresh shrimp in favor of frozen in line with the consumers in all other states, especially if it will help to conserve and perpetuate the industry.



The shrimp trawler "Francis G." of Berwick, La., owned by P. M. Messick, and skippered by Capt. C. N. Schultz. She is powered with a 60 hp. Superior Diesel engine. Mr. Messick was one of the pioneers in the Berwick shrimp industry, having come from Florida when the new fishery was being opened up in 1937 and '38.



Executives of Ed Martin Seafoods Co. of Westwego, Louisiana, packers of shrimp and crabmeat: left to right; E. J. Duplantis, Vice-president; Ed Martin, Jr., President; H. Parr, Treasurer.

Pasteurization of Crab Meat

AN almost 8-fold extension of keeping time for fresh crab meat has been obtained through newly applied pasteurization steps developed in the College Park (Md.) laboratories of the Fish and Wildlife Service, United States Department of the Interior.

In their experiments, which involved semi-commercial packing under conditions which can be carried out in any crab meat packing plant, Service Technologists J. Y. Anzulovic and R. J. Reedy used crab meat purchased in the open market. The product represented output from nine plants in three Atlantic and Gulf Coast States.

Applying principles of pasteurization already known for over a century and a half, the once-steamed flesh is resubjected, now in hermetically sealed No. 2 flat enameled cans, to temperatures below the boiling point of water (212° F.) for varying periods. Tests then applied include those for bacterial count, for color, smell, and taste.

Results obtained warrant the following conclusions, according to the co-workers:

1. The pasteurizing temperatures do not in any way impair the color, aroma, or taste of crab meat.
2. Pasteurization destroys organisms indicative of pathogenic contamination.
3. Applications of the pasteurizing process promises wider markets for crab meat; since it can be held longer, it can be shipped over longer distances.

As crab meat is usually sold according to its color, aroma, and taste, the first point is all important. Pasteurized crab meat could not be told from fresh by members of the technological staff who were "quite critical in their judgment".



New shrimp de-veining machine at the plant of the Colter Corp., Palacios, Tex., using an adaptation of B. F. Goodrich cannery belts.

"It is also seen from our experimental results," say the scientists concerning the second point, "that the pasteurization process eliminates pathogenic organisms present. In fact, the total number of organisms of any kind was small in the pasteurized samples when compared with the origins—even after 6 weeks' storage at ordinary refrigerator temperatures (41°-43° F.)."

Finally, warn the authors, "it should be distinctly understood that this process does not sterilize the crab meat. It is still a perishable product. However, it does prolong its keeping quality when held under refrigeration for a considerable time." This time, it is explained, is about two months, as compared with the week or 10 days now possible before decomposition sets in.

"From our experiments it was shown that when good fresh crab meat was used the final product was also good. It must be realized, of course, that pasteurization cannot replace absolute cleanliness in the care and handling of the crab meat in the plants." The pasteurization can be accomplished with the existing equipment found in the average crab meat plant. The only additional equipment needed is a can sealer. After the cans are sealed they should be placed in the racks which were previously used to steam the live crabs, and then put in the retort containing water five degrees higher in temperature than the desired pasteurizing heat. When the crab meat reaches the desired temperature it is held for the proper time. At the end of that time the cans should be taken out and immediately cooled, either by immersion in cold water, or by a stream of cold water played on them until most of the heat is removed. These cans of crab meat of course should be placed in the refrigerator or thoroughly iced for shipment.

Can Sizes May be Limited

IN order to conserve tin it is reported the canned food industries of the country may be required to eliminate the use of all but one or two can sizes for each product. It is understood the canned fish industry may be limited to the following sizes for the products mentioned:

MAINE SARDINES	¾ drawn	300.5x404x014.5
	¾ drawn	304x508x105
OYSTERS	No. 1 Standard	211x400
	1 lb. tall	301x411
CRABS	½ flat	307x201.25
	No. 1 Standard	211x400
SOFT AND HARD CLAMS	½ flat	307x201.25
	No. 1 tall	301x411
RAZOR CLAMS	No. 300	300x407
	No. 2	307x409
ALEWIVES AND ROE	No. 1 Standard	211x400
	Size not yet determined	
SHRIMP		
FLAKES		

Comments on the sizes proposed would be welcomed by the Director, Fish and Wildlife Service, Washington, D. C.

New Shrimp De-veining Machine

A NEW special de-veining machine, for mass production operation, has been installed at the plant of the Colter Corporation in Palacios, Texas. The unit makes possible the removal of the so-called "sand vein" or alimentary tract of the shrimp by machinery. The vein is extracted without removal of the shell.

Fed by four operators into a slot in the table, the shrimp drop backward between two rubber belts which are set at such an angle that the shrimp are readily received at the top of the belts, and will not fall through the bottom.

The belts carry the shrimp under a pressure wheel and over a small saw, where a stream of water washes away the veins after they have been cut out of the shrimp.

The belts are an important part of the machine, since they must hold the shrimp without crushing them and at the same time carry them over the saw in exactly the right position for the removal of the veins.

The belts used are an adaptation of B. F. Goodrich cannery belts for this special purpose. They are white, with a special ridged surface which works the shrimp down to the plate at the bottom as they travel toward the saw.

"BELMONT" Powered with Usen's SEVENTH F-M DIESEL!

World's largest wooden trawler is the "Belmont," recently added to the fleet which supplies the O'Donnell-Usen Fisheries Corp. plants at Boston and Gloucester. And the "Belmont's" main propulsion engine is a 575-hp. Fairbanks-Morse Model 37 Marine Diesel.

The six other ships of the Usen Fleet are powered by F-M Diesels. In years of service, these engines had *proved* the over-all economy and lasting dependability which result from the simple F-M application of the 2-cycle principle. *Proved* that low speed means slow wear. *Proved* that F-M plus values insure getting maximum power from low-cost Diesel fuel. So it was a foregone conclusion that an F-M Diesel would be specified for the "Belmont."

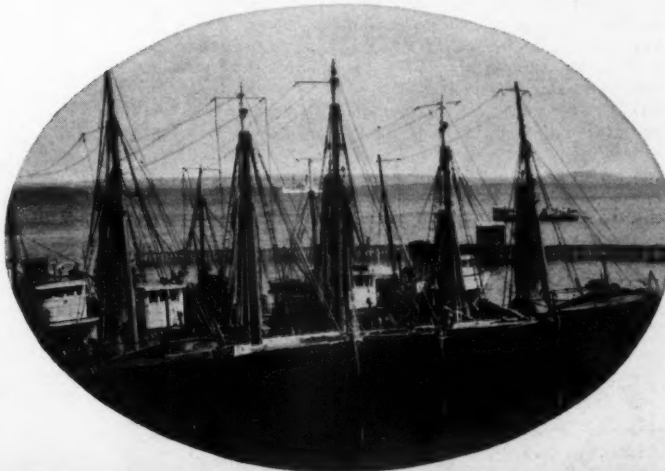
If you are planning to build or convert, you will want to know the reasons why F-M Diesel performance results in repeat orders from users. For this information write to the largest U. S. manufacturer of a *complete* line of Diesels—Fairbanks, Morse & Co., Dept. B16, 600 South Michigan Ave., Chicago. Branches and service in principal ports.



The "Belmont," for which Fairbanks-Morse supplied the main propulsion engine, auxiliary pumping equipment, and Diesel auxiliary generator.

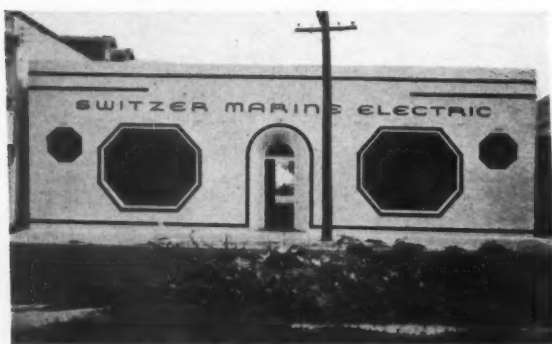
★ ★ ★

Below—Five other vessels of the Usen Fleet, which is F-M Diesel-propelled throughout.



FAIRBANKS-MORSE DIESELS

MOTORS PUMPS ELECTRICAL MACHINERY FAIRBANKS SCALES MAGNETOS WATER SYSTEMS RAILROAD EQUIPMENT FARM EQUIPMENT WASHERS-IRONERS STOKERS AIR CONDITIONERS



Showroom of Switzer Marine Electric, Miami, Florida

War Risk Insurance for Fishing Vessels

MACHINERY to provide war-risk insurance and reinsurance on American ships including fishing vessels has been set up by the United States Maritime Commission, which announced recently that a \$40,000,000 fund established for such a purpose is now open to shipowners unable to obtain adequate insurance for their vessels at "reasonable terms and conditions" from commercial underwriters.

For the placing of war-risk insurance with the Commission, all risks should be submitted by letter or telegram addressed to the United States Maritime Commission, Washington, D. C. and directed to the Attention of the Wartime Insurance Committee. Where risks are offered by telephone, telegraphic confirmation must also be received by the Commission before any quotation will be made.

A subsequent communication from the Commission to the Service increases the scope of coverage to include "insurance against loss of life, personal injury or detention of Masters, Officers and Crews of American vessels, whenever it appears to the Commission that such insurance adequate for the needs of the water-borne commerce of the United States cannot be obtained on reasonable terms and conditions from companies authorized to do an insurance business in a State of the United States".

It is further explained that the Legal Division of the Commission has ruled that the term "water-borne commerce" in the original Act is inclusive of fishing vessels.

In connection with the placing of this insurance on fishing vessels, in addition to these rules, the following information will be of assistance to the Commission.

1. The areas in which actual fishing operations are conducted. 2. Length of time normally at sea. 3. Length of time normally in port between voyages. 4. Whether the vessels are equipped with radio. 5. Whether the vessels are operated under any sort of Naval control. 6. Whether the vessels fish singly or in fleets. 7. Size, age and condition of the vessels and amount of marine insurance now in force (this information is only required where insurance on the vessels themselves is requested). 8. Number of members of the crew and amount of insurance per man.



Tony Seamon's Fish House and Restaurant at Morehead City, North Carolina.

Boston Landings for January

(Hailing fares. Figure after name indicates number of trips)

Adventure (2)	130,000	Maine (1)	116,000
Adventure II (1)	34,000	Marcella (1)	55,000
Alicia (1)	32,300	Marie and Winifred (1)	55,500
Alice M. Hathaway (1)	60,000	Maris Stella (1)	60,000
Alvan T. Fuller (1)	95,000	Mary F. Curtis (1)	74,000
American (2)	96,000	Mist (1)	142,000
Angie & Florence (1)	49,500	Nancy B. (3)	51,200
Arlington (1)	179,000	Nancy F. (2)	32,000
Atlantic (1)	109,000	Natale III (2)	113,000
Babe Sears (3)	317,000	Neptune (1)	99,000
Baby Rose (1)	42,000	New Bedford (1)	35,500
Belmont (2)	340,000	Newton (1)	216,000
Ben & Josephine (1)	70,000	North Star (1)	71,000
Bettina (1)	53,000	Palestine (1)	40,000
Billow (1)	130,000	Pelican (1)	39,000
Breaker (1)	63,000	Pollyanna (1)	32,000
Breeze (2)	143,000	Quincy (1)	86,000
Brookline (1)	134,000	R. Eugene Ashley (1)	44,000
Calm (1)	131,000	Rainbow (2)	34,000
Cambridge (1)	70,000	Richard J. Nunan (2)	71,900
Cape Ann (1)	54,000	Rita B. (1)	52,000
Cobasset (1)	106,000	Rose and Lucy (1)	49,800
Colombo (2)	101,200	Rose Marie (1)	40,000
Comber (1)	110,000	Rosie (4)	31,500
Corinthian (1)	126,000	Rosie and Gracie (2)	71,600
Cormorant (2)	253,000	St. George (1)	58,000
Crest (1)	135,000	St. Joseph (8)	112,400
Dartmouth (2)	120,000	St. Teresa (3)	88,000
Dorchester (1)	100,000	Salem (1)	76,000
Doris G. Eldridge (1)	49,000	Salvator (2)	147,000
Drift (2)	349,000	San Calagero (2)	65,400
Ebb (1)	64,600	Santa Gemma (3)	64,400
Elvira Gaspar (1)	82,000	Santina D. (2)	38,500
Fabia (1)	191,000	Sea Ranger (1)	70,000
Famiglia (3)	73,700	Sebastiana C. (2)	71,000
Fannie F. Hickey (3)	79,400	Sebastiana & Figli (4)	30,500
Flow (1)	74,000	Serafina II (2)	30,000
Foam (1)	103,000	Serafina N. (2)	69,700
Frances C. Denehy (1)	62,000	Spray (1)	84,000
Gertrude Parker (1)	46,000	Squall (1)	130,000
Gert. L. Thebaud (1)	56,000	Storm (1)	95,000
Gloucester (1)	80,600	Superior (1)	92,800
Gossoon (2)	70,000	Surf (1)	72,000
Gov. Al Smith (2)	190,000	Surge (1)	150,000
Har. N. Eldredge (1)	68,000	Swell (1)	102,000
Hekla (1)	71,000	Thomas Whalen (1)	134,000
Illinois (1)	90,000	Triton (2)	283,000
J. B. Jr. II (4)	43,500	Vagabond (1)	65,000
Jennie & Lucia (2)	128,000	Wamsutta (2)	82,000
Joffre (3)	323,500	Weymouth (1)	158,000
Josephine & Mary (2)	103,000	Wm. J. O'Brien (1)	68,000
Killarney (1)	48,000	Wm. L. Putnam (2)	96,000
Lark (4)	282,000	Winchester (1)	126,000
Lynn (1)	124,000	Winthrop (1)	76,000

To Limit Scrod Catch

As result of recent recommendations by the Fish and Wildlife Service, U. S. Department of Interior, to halt the taking of small haddock on the fishing grounds off the North Atlantic coast, an agreement has been entered into between Federated Fishing Boats of New England and New York and Atlantic Fishermen's Union. This agreement provides that receipts of round scrod (small haddock or cod weighing under 1½ pounds each) would be limited to 10 percent of the catch.

During July and August of last year, Service officials issued a series of warnings to all trawler skippers to "stay off baby haddock grounds" or suffer serious future economic losses from depletion of this fishery.

"Wm. J. O'Brien" To Be Repowered

The 115' steel trawler, Wm. J. O'Brien, owned by R. O'Brien & Co., Fish Pier, is to be repowered with a 575 hp., 5 cylinder Model 37 Fairbanks-Morse Diesel propulsion engine, as well as a 100 hp., Model 36 Fairbanks-Morse winch engine. The installations will be made in early Spring.

WOLVERINE DIESELS

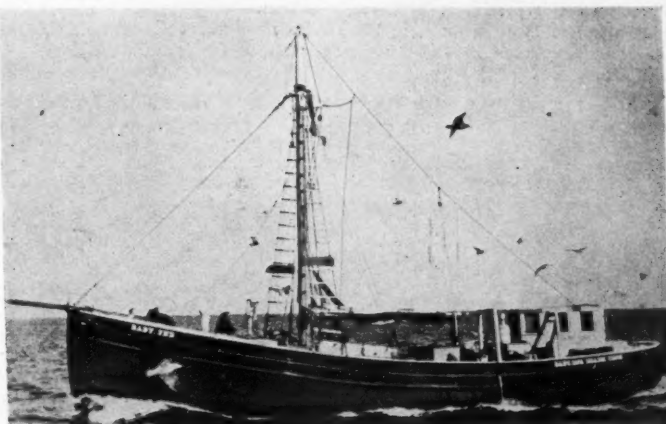
Have What it Takes To Make a Boat a Real "Fisherman"

They meet the requirements of all types of fishing boats, large and small.

Illustrated, is the "Baby 2nd" of Stonington, Conn., 58' long, 16' beam, 7' draft, powered by a 4 cylinder, 100-120 hp. Wolverine Diesel engine.

Wolverines are sturdy, simple, reliable, economical, long-lived, and designed for fishing service.

You will find them all along the coast, giving their owners continuous satisfaction, with their operating economy, low maintenance cost, and dependable performance. Write for Catalog No. 135.



Wolverine Motor Works, Inc. — Union Ave., Bridgeport, Conn.

Quartermaster Centers to Buy Fish

THE Quartermaster General has announced that plans are being promulgated for the procurement of all fish through Quartermaster Market Centers on a definite quantity basis.

The new method of procurement provides for daily or weekly purchases in the open market in accordance with the general commercial practice.

Effective March 1, 1942, the plans will be put into effect in the Second and Fourth Corps Areas. Other Corps Areas will be included as rapidly as possible. The various camps, posts and stations will submit their requisitions to the local Quartermaster Market Centers which in turn will extract the various items for procurement to the Quartermaster Market Centers.

Frozen Foods Packers Form Unit

FORMATION of the National Association of Frozen Foods Packers was announced following a meeting in Chicago of 31 of the country's leading frozen foods producers attending the recent annual convention of the National Canners Association.

Edwin T. Gibson, President of the Frosted Foods Sales Corporation, New York, was elected president of the association. Ralph O. Dulany of John H. Dulany & Son, Fruitland, Md., and John N. Seaman of the Bozeman Canning Co., Mt. Vernon, Wash., were named vice presidents.

New Direction Finder

THE Jefferson-Travis Radio Mfg. Corp. of New York has announced a new three band radio direction finder-receiver which features a new and improved type of Electric Eye indicator for tuning and taking visual bearings.

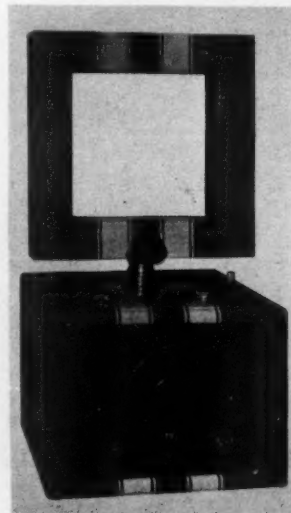
This indicator is unique in that no adjustment is necessary at any time. The eye acts as a visual tuning and null indicator, so that through its use, a station may be tuned-in and once tuned-in, the null may also be obtained by this same indicator.

Known as the Tri-Add Direction Finder-Receiver, this unit provides reception on the three bands in which the boat operator is primarily interested: (1) The Beacon Band, 200 to 400 kc. (2) The marine radiotelephone and weather report band, 2,000 to 3,110 kc. (3) The standard broadcast band, 550 to 1,600 kc.

The unit also incorporates a Sense Indicator, which shows the direction of the beacon station and avoids a possible 180 degree ambiguity when bearings are being taken. The adjustable rose which is calibrated both in degrees and points can be set to course for taking true bearings.

The Tri-Add is 9" high, 12" wide and 9" deep. The loop is 12" square with the total height being less than 23". A power supply which operates from a 6 volt storage battery comes as a separate unit.

New Jefferson-Travis direction finder which features a new Electric Eye indicator for tuning and taking visual bearings.



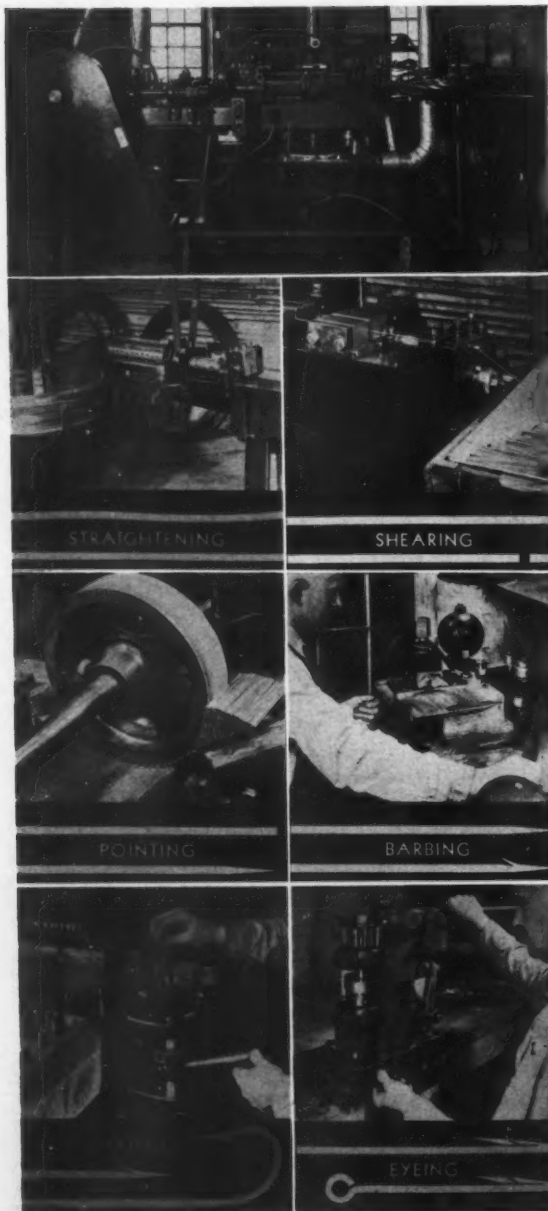
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Automatic Machine Developed For Making Hooks

BILL DeWITT BAIT'S Division of Shoe Form Company, Auburn, N. Y., is now turning out nearly five million fish hooks per month on their recently perfected automatic hook manufacturing machinery. In addition to supplying the requirements of American fishermen, the Company is filling an order of 35,000,000 hooks for Iceland's fishing industry. Iceland is playing an important part in furnishing sea-food for England's sustenance during the war.

The establishment of the DeWitt hook factory is the result of more than six years of research and development work by the Company's president, William J. DeWitt.

DeWitt's automatic machine takes wire from the coil and delivers completely formed hooks, shaped, barbed and pointed, all ready for hardening, tempering and plating.



At top is the new DeWitt hook-making machine. Below are shown the various operations which it performs automatically.

Outwardly, the automatic hook-making machine is not an impressive subject, but the accompanying photographs show a few of the many operations which the machine performs automatically. These pictures show the operations as they were performed in the British factory which DeWitt purchased, so he could study at first hand the intricacies of fish hook manufacture. The precise mechanical methods employed in the new machine are said to produce an exceptionally uniform product.

Six of the operations performed by this automatic machine are illustrated as follows: (1) straightening the wire; (2) cutting to length; (3) pointing; (4) barbing; (5) shaping; (6) eyeing. In addition to these operations, some special hooks require forging of the bend, kinking of the shank, kirbing of the bend, tapering the eye, turning the eye, marking the shank and slicing the shank. These and other operations are performed on a single trip through the machine. In all these operations, the newest methods are employed and their effect in improving quality is particularly apparent when the controlled hardening and tempering operations are considered.

For housing its new hook-making machinery, the DeWitt Company recently completed a 75 x 55 foot two-story building of concrete block construction.

While Mr. DeWitt's original business was making plastic shoe trees, which later developed into making complete foot and leg forms for store displays, his hobby of fishing led to experimenting with plastics for baits. Thus were originated Pyra-Shell baits, which of course required hooks, and brought about the invention of the DeWitt hook and the automatic machine to make it.

Modern Seam Compounds

(Continued from page 6)

his problem as well as yours. His reputation as well as yours hangs by the result.

Bedding Compounds

Bedding compounds and mixtures are used to make joints watertight that cannot be made tight in any other practical manner, as for instance, the bedding of glass in the sash of a skylight. There are a number of these mixtures for a variety of purposes, the simplest of which is white lead. However, white lead does not serve as well as do the elastic compounds. For example, elastic compound is the thing to use instead of putty for setting wheelhouse windows and general wooden deckhouse windows.

Bottom seam cement may be used on some occasions for bedding skylight sash, but white topside seam compound is no good at all for bedding for it does not compress sufficiently to fill all fissures, etc. White lead will compress sufficiently but as I have said before it is not elastic and will not remain watertight as long as will the compounds. It will crack and crumble, and then watertightness is gone.

All fittings, coamings, houses, etc., when fastened permanently to a deck, should always be bedded in a lavish amount of bedding compound. Do not be afraid of having the amount plenty lavish for you can always scrape up and save that which squeezes out, but it is next to impossible to shoot any extra in under the fitting, even if you are able to learn that there is an insufficient amount of compound under the fitting. I always smear up things in beautiful shape when carrying out such an operation, and I find that when I have occasion to take up a fitting years later both the face of the fitting and the deck are well sealed together without any "dry spots".

Price Bill Has Fisheries Exemption

ADVOCATES of exemption for the fisheries industry from price control legislation won a compromise victory in the draft of the legislation agreed upon by Senate-House conferees.

The compromise draft of the legislation carried a provision that no maximum price should be established for any fisheries commodity below the average price of such commodity in the year 1941. The agreement also provided that no license should be required of any fisherman as a condition to selling any fishery commodity caught or taken by him.

In Fishing Boats as well as in Tanks...

BUDA ENGINES

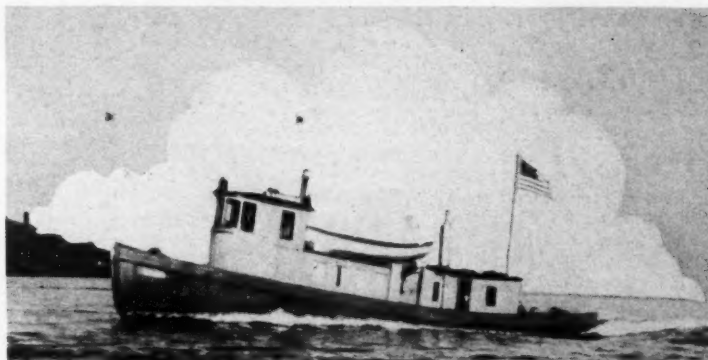
*are helping
National Defense!*



Adequate National Defense means more than tanks, planes, or battleships . . . it also means, for example, huge quantities of the right kind of food for our armed forces, to keep them "traveling on their stomachs."

Buda-built Engines are helping defense efforts in many ways . . . in Army tanks, Army, Navy and Coast Guard boats, and in scores of fishing fleets. Just ask the owner of a Buda-Lanova Diesel powered fish boat how his engine helps to assure steady daily catches . . . he'll tell you that the answer lies in quick-starting—smooth, vibrationless power—and sustained dependability of Buda Power!

See your nearest distributor today for further details.



Shown above is the 57 ft. tug "Katherine", owned by the Globe Canning Co., Eastport, Me. Powered with 6-cyl. Buda-Lanova Diesel Engine Model 6-DHM-691, swinging a 38 x 20 wheel through a 2 to 1 reduction gear. It is used for towing sardine waste.

THE BUDA CO.

15400 COMMERCIAL AVENUE
HARVEY (Chicago Suburb) ILL.

Specify **BUDA**
DIESELS for More
Horsepower per Dollar!

Fulton Market Wholesale Prices

Specie	Jan. 1-10	Jan. 12-17	Jan. 19-24	Jan. 26-31
Albacore	.05-.05	.. ..	.. ..	.. ..
Alewives	.. ..	.. ..	.02 1/2-.02 1/2	.02 1/2-.02 1/2
Bluefish	.15-.22	.17-.24	.16-.32	.14-.30
Bonito	.. ..	.. ..	.. ..	.10-.10
Butterfish	.04-.08	.06-.10	.04 1/2-.10	.05-.09
Codfish, Steak	.08 1/2-.16	.14-.20	.12-.22	.11-.18
Codfish, Mkt.	.07-.12	.10-.15	.08-.14	.05-.10
Croakers	.05 1/2-.10	.06-.07	.06-.06 1/2	.06-.07
Dabs	.. ..	.08-.10	.. ..	.. ..
Eels	.03-.10	.10-.10	.. ..	.. ..
Flounders	.04-.28	.05-.28	.02 1/2-.28	.06-.16
Fluke	.16-.16	.12 1/2-.20	.17-.18	.11-.17
Haddock	.08-.10	.09-.14	.05-.15	.08-.14
Hake	.02-.07	.10-.13	.12 1/2-.12 1/2	.07-.12
Halibut	.19 1/2-.21	.21-.21	.21-.21	.21-.21
Jewfish	.20-.20	.. ..	.18-.18	.16-.16
Kingfish	.. ..	.. ..	.. ..	.. ..
(King Mackerel)	.09-.11 1/2	.13 1/2-.18	.12 1/2-.19	.11 1/2-.14
Mackerel	.10-.10	.05-.11	.05-.12	.06-.12
Mullet	.07-.09	.08-.10	.06-.08	.06-.08
Pollock	.04 1/2-.09	.08 1/2-.11	.10-.15	.10-.14
Pompano	.45-.50	.45-.50	.45-.45	.45-.55
Salmon, Pac.	.. ..	.17-.22	.22-.22	.. ..
Salmon, Atl.	.. ..	.. ..	.. ..	.22-.22
Scup	.06-.12 1/2	.05 1/2-.12	.05 1/2-.10	.05 1/2-.10
Sea Bass	.05-.21	.06-.23	.06-.20	.07-.14
Sea Trout, Gray	.09-.09	.09-.09	.09-.18	.09-.15
Sea Trout, Spt.	.20-.28	.16-.25	.12 1/2-.20	.10-.20
Shad	.06-.18	.07-.40	.07-.45	.08-.45
Silversides	.01 1/4-.02	.02-.02	.. ..	.. ..
Red Snapper	.. ..	.. ..	.20-.22	.20-.22
Sole, Gray	.12 1/2-.15	.04-.18	.. ..	.08 1/2-.14
Sole, Lemon	.20-.22	.22-.23	.20-.27	.18-.18
Spanish Mackerel	.12-.18	.16-.20	.14-.18	.10-.17 1/2
Striped Bass	.20-.35	.20-.30	.25-.28	.25-.28
White Perch	.05-.05	.. ..	.04-.04	.. ..

Specie	Jan. 1-10	Jan. 12-17	Jan. 19-24	Jan. 26-31
Whiting	.01-.09	.03-.10	.01 1/2-.06 1/2	.01 1/2-.06 1/2
Yellowtails	.03-.14	.05-.18	.03 1/2-.22	.04-.13
Clams, Hard	2.00-9.00	3.00-11.00	2.25-18.00	2.25-9.00
Clams, Soft	1.50-3.00	2.00-3.00	1.25-2.25	1.25-3.00
Conchs	2.00-3.50	.. ..	.. ..	2.25-3.50
Crabs, Hard	2.00-2.50	.. ..	2.50-3.50	2.00-3.50
Crabmeat	.55-.85	.75-1.15	.50-1.00	.45-.80
Lobsters	.32-.55	.33-.53	.34-.53	.33-.53
Mussels	.60-.75	.. ..	.75-.75	.60-.75
Scallops, Bay	5.00-6.50	4.50-7.00	6.50-7.50	7.50-7.50
Scallops, Sea	.. ..	3.25-3.40	.. ..	.. ..
Shrimp	.12-.28	.10-.29	.07-.25	.14-.26
Squid	.06-.12	.04-.13	.05-.10	.. ..
Frogs Legs	.70-.80	.75-.85	.55-.80	.65-.80

Fulton Market's Annual Party a Success

Fulton Market's 1942 Dinner-Dance, held on January 31 at the Pennsylvania Hotel, proved to be a huge success. Joseph Carter was chairman of the committee which arranged the splendid program for the affair.

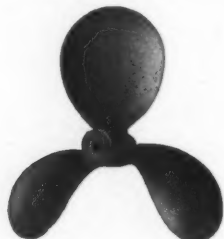
Fishery Council officers for the past three years, Harry W. Weinstein, Vice-President; Sol Broome, Treasurer; and Samuel R. Katz, Secretary, were presented barometer desk sets by Matthew J. Graham, President, as a token of the Council's appreciation for their work.

In order to express to the Wilkisson family the respect borne by the industry for the late Frank W. Wilkisson, Sr., and its gratitude for his faithful service and peerless leadership in its improvement, a scroll signed by the officers of the Council, was presented to Frank W. Wilkisson, Jr. and his family.

Lent Calendars Distributed

The Fishery Council has distributed a large number of Lent calendars to its members. These calendars, which indicate the Fast Days during the months of February, March and April, are printed on an attractive sheet which is filled with good information regarding fish, including purchasing hints, food value of fish, and composite fish recipes.

The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

**HYDE
PROPELLERS**



EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine



on Bethanized Trawler Line

The word "bethanized" isn't just a fancy term. It means that the zinc coating is applied to the trawler line by electricity—a process that does not use high temperatures. The results are as follows:

1. Bethanized trawler line is as strong, tough and fatigue-resistant as wire rope that has no zinc coating. Tests prove this.
2. Bethanized trawler line is protected against corrosion by the tightest, purest, most uniform zinc coating ever applied to wire rope.

Use Bethanized trawler line once, and you'll continue to use it from then on. Others have and do.

BETHLEHEM STEEL COMPANY



Long Island Scallop Season Not Changed

THERE has been an effort made by the Long Island Fishermen's Association to change the opening of the Bay scallop season from September 1st to October 1st. The main reason for the change is that the price of scallops remained low all during September. The present scallop law is: Scallops may be taken from September 1st to March 31st, except in the town of Huntington, where they may be taken from October 1st to April 15th. The main opposition to any change seems to center at Greenport, which is an important scallop center. The Association will refrain from any further action until all sections of the Island are in favor of it.

Recodification Bill

State Senator Perry B. Duryea of Montauk, long a stalwart champion of the rights of the commercial fisherman, has offered as his first piece of legislation, a bill in which the important Long Island fishing industry is greatly interested. It provides for the recodification of laws relating to the marine fisheries.

Record Year for School Tuna

The year of 1941 was a record one for school tuna. They tipped the scales from 30 to 125 pounds on the Mud Hole and along the Jersey Coast through the Summer and early Fall. Skippers say that open-boat tuna fishing is here to stay. "Watch out for 1942".

Cod and Pollock Catches Good

Cod fishing is going strong. The weight was never heavier, nor quality finer. Pollock are also running good.

Good Year for Oyster Plants

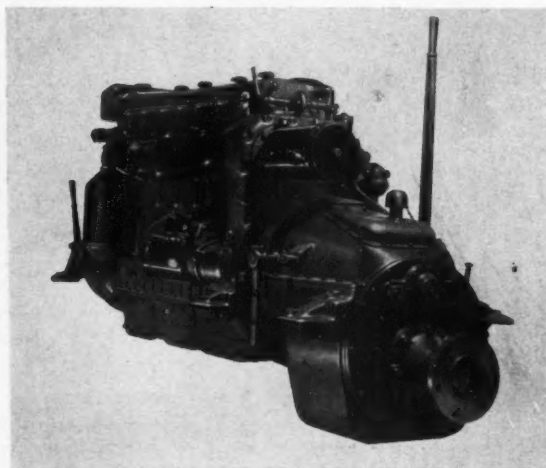
All of the oyster plants are doing a good business. The oysters are very well developed and the quality excellent. The severe cold weather has boomed the oyster business with big demands. The Bays have not been frozen, which enabled the boats to go out daily to the beds.

Trap-Fishermen Prepare for Spring

The trap-fishermen are busy in their shops preparing for the coming season, which starts with some of the firms in March. The high prices of food lead the fishermen to believe that fish will bring them higher prices the coming season.

Survey Work

The Suffolk County Board of Supervisors has recently made available \$1,200 which is to be used in a continuance of the study now being conducted in conjunction with the U. S. Fish and Wildlife Service on striped bass, fluke, flounders and bluefish in Long Island waters. The Town of Islip has allocated \$200 for fishery survey work in their township.



The 6 Cylinder, 165 hp. Gray Marine Diesel with oversize dual disc clutch and 4.1:1 reduction gear, for fishing boats from 50' to 80'. It has built-in fresh water cooling system, power take-off on forward end, and handles propellers up to 54".

For Reconditioning Damaged or Worn Propellers

ACCORDING to the Michigan Wheel Company a very large percentage of damaged propellers, and even those which are badly torn, worn and pitted, can be fully restored and made to perform as well as when new by their patented "pitch-block" method.

The company states that they have seventeen strategically located service stations—all equipped with their patented "pitch-block", factory method for the perfect reconditioning of any propeller of any type or make. Absolute accuracy is guaranteed and twenty-four hour service is available at any of the stations at a slight extra charge over the regular prices obtaining.

The pitch-blocks upon which all damaged propellers are checked, reconditioned and rechecked in Michigan Service Stations are patented equipment in which, it is stated, perfect pitch has been obtained by highly developed machinery which is the exclusive property of the Michigan Wheel Company. The address of the nearest Michigan Service Station may be obtained by writing the Michigan Wheel Company, Grand Rapids, Michigan.

Birds Eye Capitalizes on the Red Perch Name Dispute

QUICK to take advantage of the efforts of the Federal Trade Commission to change red perch to rosefish, Birds Eye Frosted Foods has issued the first of a series of new posters for point-of-sale display, capitalizing on the old truth that names—even of fish—make news.

The new posters feature the selling point that whatever name the red perch is known by, it is still the same fish and highly recommended eating. They also emphasize that up to now both the public and the fish have been satisfied with the common name, red perch.

One poster uses the fish itself to put over the unique sales story. Labels on the fish declare that "The Federal Trade Commission calls me Rosefish," but "Birds Eye and many other folks call me Red Perch." The copy concludes: "What's in a name? They're delicious."

The other poster features the red perch's scientific name, "Sebastes Marinus," the only name on which there is complete agreement. It also stresses the "What's in a name?" idea.

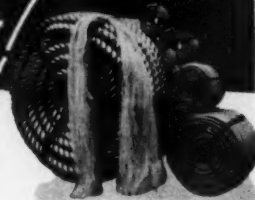
With the fish of many names more than ever in the merchandising spotlight, thanks to the FTC, it is interesting to recall a little of its recent history. The fish was always known to the fisherman as "redfish"; they never heard it called "rosefish". While many individual fishermen as well as sportsmen were aware of its interesting flavor and texture, the fishermen never brought it ashore to sell because there was no market for it; and it was not until 1933 that any effort was made by dealers ashore to supply this delicacy to the housewife. During the latter part of that year some sampling was done in Boston, and the flavor of the product aroused immediate enthusiasm. The fishermen were told there was a market for the fish, and, during the remainder of 1933, 260,000 pounds of it were landed at Boston.

With the development of the quick-freezing process, Birds Eye Frosted Foods saw the possibility of bringing one of America's tastiest fish into his own. So popular did the red perch become that the catch increased to the astounding figure during the first 10 months in 1941 of 124,140,000 pounds. Only two other fish are taken in larger quantities. Out of the success story of the red perch a great fishing fleet has been built up, giving employment to thousands of fishermen and processors.

To climax his popularity the red perch finally caught the eye of the FTC, which complained that he was traveling under an alias. With the red perch unable to defend himself, Bird's Eye Frosted Foods replied that he has long been known to the public as ocean perch, sea perch and red perch. They contended that rosefish, the name the FTC wants to tag him with, would be entirely unfamiliar to the consumer and also to the fisherman who takes him from the North Atlantic.

TAKE CARE OF YOUR "NEW BEDFORD" MANILA

Here's Why!



The BEST Rope is made of Manila.

All MANILA comes from the Philippines.

"NEW BEDFORD" Manila Rope is made only from the best pure tough Philippine manila fibre.

The Navy, Army, Marines, Coast Guard, the Air Force—all need and use huge quantities of manila rope—millions of pounds.

Even so, our government still permits the Fishing Industry to buy and use premium rope—rope made of pure manila, such as "NEW BEDFORD". But the supply is limited, so in order to make sure that the Fishing Industry as well as our Armed Forces may continue to get strong, flexible rope, it's a job for us all to take the very best care of good rope—to use it as long as possible.

For rope that stays stronger and lasts longer, get "NEW BEDFORD". There is over a century of know-how in back of New Bedford's exclusive methods in making manila rope.

NEW BEDFORD CORDAGE CO.

General Offices: 233 Broadway, New York
Mills: New Bedford, Mass. Established 1842



2941

Trawler Repairs ...BY BETHLEHEM



Atlantic Yard, East Boston

Bethlehem maintains two modern ship-repair yards, the Atlantic Yard and the Simpson Yard, on Boston Harbor. Both have unexcelled facilities for the repairing and reconditioning of trawlers. In addition, Bethlehem's Fore River Yard is fully equipped to build modern Diesel fishing vessels.



BETHLEHEM STEEL COMPANY

SHIPBUILDING DIVISION
GENERAL OFFICES: NEW YORK, N. Y.
BOSTON OFFICE: 75 FEDERAL STREET



Why your Red Cross now needs

FIFTY MILLION DOLLARS

Every dollar that you give now to your Red Cross marches into the thick of things where humanitarian help is needed most—up to the fronts and battle stations where the fighting is heaviest. And throughout our broad land to train and equip volunteers to meet any emergency that may strike.

How this War Fund is Used

SERVICE TO THE ARMED FORCES \$25,000,000

Provides for the care of the Army and Navy, including services to men in hospitals and during convalescence. • Provides an important link between the service men and their families. • Provides essential medical and other supplies outside of standard Government equipment. • Operates Red Cross headquarters at camps and naval stations. • Enrolls blood donors and medical technologists for Army and Navy needs. • Provides millions of surgical dressings, sweaters, socks, etc. through volunteer workers.

DISASTER AND CIVILIAN

EMERGENCY RELIEF • • \$10,000,000

Supplies emergency needs for food, clothing, shelter and medical attention for disaster victims. • Assists stricken families in repair of homes and other adjustments; provides minimum reserves of essential relief supplies to prevent unnecessary delays.

CIVILIAN DEFENSE SERVICES • \$ 5,000,000

Trains volunteers for home nursing and nurses' aides. • Trains nurses, men and women, for active duty with the Army and Navy. • Trains volunteers in First Aid and accident prevention, in Motor Corps, Canteen and Production. • Organizes for evacuation of children and their families from stricken areas. • Assists Red Cross Chapters in establishing effective coordination of emergency relief.

SERVICE AND ASSISTANCE

THROUGH CHAPTERS • • \$ 4,000,000

Gives assistance and service to the 3,740 Red Cross Chapters with their 6,131 Branches responsible for local Red Cross activities.

OTHER ACTIVITIES AND

CONTINGENCIES • • • • \$ 6,000,000

New activities made necessary by unexpected developments.

TOTAL • • • • • \$50,000,000

THE AMERICAN RED CROSS \$50,000,000 WAR FUND

Note to Red Cross Canvassers: Use this page to inform contributors how their donations are being expended.

This space contributed by ATLANTIC FISHERMAN

The Vineyard Fishermen To Use More Gear

By J. C. Allen

WRITING a fisherman's column these hectic days is a good deal like trying to patch a sail while under way in a stiff breeze. You start out with a certain plan in view and then comes a puff of wind that splits the sail still farther and capsizes the entire layout. So it is with the fishing; what with war, rumors of everything under God's heaven afloat and ashore, strikes, price-manipulation and a half a dozen other things, a man doesn't really know whether he is hauling his gear or voting for President!

Right around the Island of Martha's Vineyard there isn't too much of a disturbing nature. But, the fact that the Island owns a few deep-legged vessels that market at Boston and New York, brings all the difficulties of the world right to the main-hatch.

The Matter of Submarines

There is plenty of bank ground hereabouts where it would be ticklish business for a submarine to operate unless he ran on the surface, and it is not apparent that these cusses want to spend too much time on the surface except in bold water where they can settle out of sight without much delay. But on the other hand, a man who goes out to tend his gear can sometimes get darned close to the edge of the bank where the water deepens fast, and thereby invite trouble. Then there is the matter of running for market, which affects all hands from everywhere.

More Gear to Be Used

Plans for inshore activities as soon as Spring shall break are going on in ordinary fashion, with perhaps something of an increase in the amount of gear to be used. Last year's luck on the lobster ledges was encouraging, and the mess of pots that will go overboard this Spring will be a hefty one.

To Study Sunday Shipping

But to get back to present day doings, all hands hereabouts are interested in legislation to come regarding the Sunday shipping law. Various interests would like to prevent fish from being shipped out of New Bedford by truck on Sunday, and arriving in New York early on Monday morning. It is not the practice to do this sort of thing everywhere, in consequence of which New Bedford has attracted plenty of boats from other places. New York buyers like this system, too, as being a big factor in supplying them with fresh fish.

But plenty of obstructions have been placed in the way, and bills have been filed with the Legislature to enforce certain Sunday laws which would put a stop to this business. It has gone to the extent that a committee to study the situation has been named, and, we believe, has gone to work. Just how long it may be before their report is in we don't know, and neither do we know when the matter will come up for action. This may be at a special sitting, or it may wait until the regular one.

Personally, it irks us to have any human clothespin get up on his hind-legs and belly-ache about the Lord's Day and keeping it holy when actually he wouldn't give a whoop in hell if it didn't touch his sacred pocket-book! So we hope that the Powers that Be find for the gang who ships on Sunday, and if it means hell and damnation for 'em, we'll take our share along with 'em for giving them moral support!

Don't Sway Back Against the Gear

War may have been glorious once, and it certainly was adventurous. But there is a singular lack of thrill in it all for the gink who has a family, and who has put all his savings into a boat and gear. Nevertheless, the war is with us, like it or lump it, and the quickest way to wind it up is for all hands to fight with everything they've got. Maybe plenty of us are too swivel-eyed to aim straight and too stiff in the joints or shy of teeth to swarm aloft and eat hard-tack, but it looks as if there are jobs of some kind that we can do, and it's up to us to do 'em, and not to sway back against the gear and hinder the progress of defense.

New Brunswick Fishermen Have Good Season

By C. A. Dixon

MIDWINTER fishing in Southern New Brunswick has been bringing in more money to the fishermen than ever before; when prices for catches of various kinds of fish are taken into consideration. All time record prices for haddock, flounders, and other groundfish have been paid, Campobello trawl fishermen having received as high as ten cents a pound for haddock from first hands, for shipment to Portland, Me., the middle of the month of January. It was reported that flounders brought twelve cents a pound during the same period. The Campobello boats made from forty to fifty dollars or more to a set whenever the weather permitted fishing operations and at the time of writing good results still obtain in the various fishing districts of the coast. Scallop fishermen, too, are doing well, despite the fact that light fares are the order of the day. Canadian fishermen are getting about \$3.50 a gallon for their shelled scallops, and some of the boats keep pegging away at the business, finding that when the week is over a splendid pay-day is in store for each man on the draggers. Comparatively few boats, however, are engaged in dragging operations which are being conducted at L'Etang River, the Mascarene shore, and at other places along the Charlotte County coast and also at Grand Manan.

Prospects of Factories Opening Earlier

During January, receipts of sardine herring at the two Canadian sardine factories of Connors Bros. Ltd., and H. W. Welch, Ltd., have been quite satisfactory, but of course not so large as in the Fall months when fish were more plentiful and more women packers were available to put the fish in cans. When Winter arrived in earnest, factory help dwindled considerably, but it is expected that more packers will come in as the Winter progresses, and more fish can be handled as a consequence. The fish are being caught by seiners who operate their fishing gear chiefly along what is known as "the North Shore" of Charlotte County, N. B.

Anticipation of Long and Busy Sardine Season

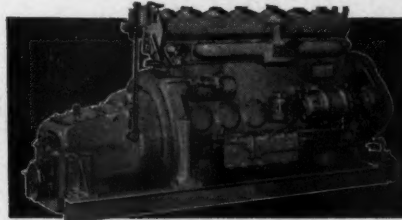
In preparation for the early opening of the sardine factories in Eastport, Lubec, Pembroke and Robbinston, activity along the coastal points where sardine carriers and freighters are laid up has been started two months in advance of the usual period. Boats are being reconditioned and engines installed and considerable equipment added in anticipation of a long and busy season in the sardine canning industry this year. The same thing is true of all branches of the fisheries. It is plain to be seen that the old adage, "Money makes the mare go," is a true one in respect to the fishing industry in general following a very prosperous season in 1941. It is also true that when fishermen make money, they do not hesitate to re-invest it in improving their boats and equipment, as well as stepping up their standard of living. They are looking forward to the season of 1942 being one of the best in history, as demand for all kinds of fish is steady and keen with prices all one could wish for.

Fishery Statistics Show Gain Over 1940

Complete fisheries statistics for the year 1941, covering the catch of herring and the value of the same in New Brunswick, reveal the fact that the total value to the fishermen of this species amounted to \$1,076,779.00. The figures have been compiled by the Atlantic Fisherman representative from monthly reports received from the Chief Supervisor of the Eastern Fisheries Division, Col. A. J. Barry. Sardine, which are all caught in the Southern part of the province, chiefly in Charlotte County, brought weir fishermen and seiners, principally the former class, no less than \$877,600.00. The value of the catch of larger herring used for smoking and other manner of cure brought the fishermen \$199,179.00. The larger variety of herring are caught mainly at Grand Manan and along the Eastern and Northern coasts of New Brunswick.

In 1940 the total value to the fishermen of sardine herring caught during the entire year amounted to \$359,492.00. The total value to the fishermen of larger sized herring caught in 1940 amounted to \$205,116.00.

MURPHY DIESEL MARINE ENGINES



It will be to your advantage to check the Murphy Diesels. They are full reversing, dependable and extremely economical to

operate - They come in 3 sizes - 4 cylinder, 85 HP - 6 cylinder, 135 HP - and 8 cylinder with super-charger, 160 HP - These are heavy-duty continuous ratings.

Murphy Diesel Co., Milwaukee, Wis.

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*Naval Architect
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Specializing in compass installation and
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When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO
R. S. HAMILTON COMPANY

On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

A HATHAWAY WINCH*Gives You These Features:*

All gears enclosed, running in oil.

Streamlined, welded construction.

End vertical drive.

Double friction.

HATHAWAY MACHINERY CO.

Fairhaven, Mass.

*Makers of Original Flax Packed Stern Bearings***Where to Ship**

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Booth Fisheries Corp., 309 W. Jackson Blvd.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.

Lester & Toner, Inc., Fulton Fish Market.

South Fish Co., 31 Fulton Fish Market.

Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.

"DIESEL MONITOR"

A new book, entirely in the form of over 3,000 questions and answers, 530 pages, size 5" x 7", profusely illustrated. This book by the well known author, Julius Rosbloom, offers a complete course on Diesel engineering.

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QUALITY SHELLFISH

Of All Kinds

Fresh and Frozen

Wholesale Distributor

WM. M. McCLAIN

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Lobster smack—make good dragger 60' x 16' x 7' Fairbanks Morse Model 35 E, 90 HP., new 1939, all in A-1 condition, price on application. Fishing schooner, Knockabout type—make good dragger, built 1931—66.6' x 18.6' x 7.7', F. Morse Diesel 75 HP. \$8500. and many others. Used diesel and gas engines—sizes ranging from 20 to 500 HP.—write us as to your requirements—our listings cover boats of all types and sizes. Knox Marine Exchange, Camden, Maine.

SAILS

For sale, 2 suits of sails from a 90' schr. yacht. F. F. Upson, Sailmaker, New Haven, Conn.

FOR SALE

Completely Rebuilt Used Marine Engines

65 H.P. Kermath SEA CAPTAIN..... \$525.

50 H.P. Heavy Duty Kermath Model F..... \$375.

Kermath SEA MATE Model WX, reduction gear..... \$725.

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Four cylinder, 7½ x 10½ Atlas Diesel marine engine, 70 hp. at 400 rpm. Overhauled and in first class condition. Box 4, Atlantic Fisherman, Goffstown, N. H.

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